



Commission

BUDGET



Missouri Department of Transportation • Fiscal Year 2025

First Print

Missouri Department of Transportation
FY 2025 Commission Approved Budget and Appropriations Request
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* Not State Road Fund

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Department Overview

The Missouri Department of Transportation (MoDOT) is committed to providing the public with a safe and modern transportation system. MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

MoDOT is responsible for maintaining the seventh largest state highway system nationally with 33,808 miles of highway and 10,424 bridges. In addition to designing, building and maintaining roads and bridges, MoDOT works to improve airports, river ports, freight development, railroads, public transit systems and pedestrian and bicycle travel. The agency also administers motor carrier and highway safety programs. MoDOT's Commission approved budget of \$8.3 billion provides funding for all these services; however, 13 percent of the appropriations request consists of transfer and refund appropriations, which are necessary for accounting purposes, but do not provide goods and services to taxpayers.

The Tracker, a quarterly publication, is MoDOT's organizational performance management system. MoDOT uses it to measure performance in key customer satisfaction areas such as keeping roads and bridges in good condition, keeping customers and ourselves safe, advancing economic development and operating a reliable and convenient transportation system. Information in the Tracker is used to guide departmental operations by focusing scarce resources. While key performance measures have been included in the program descriptions, the Tracker, which can be located at <http://www.modot.org/about/Tracker.htm>, provides the full set of performance measures used by the department.

Missouri Highways and Transportation Commission

The Missouri Highways and Transportation Commission is a six-member bipartisan board that governs MoDOT. Commission members are appointed by the governor for a six-year term and are confirmed by the Missouri Senate. No more than three commission members may be from the same political party.

The Commission appoints MoDOT's director and the secretary to the commission. The director is responsible for all other employee appointments and hires.

MoDOT's organizational chart is shown in Figure 1.

Districts

MoDOT is divided into seven regions called districts, which are shown in Figure 2.

Missouri Department of Transportation

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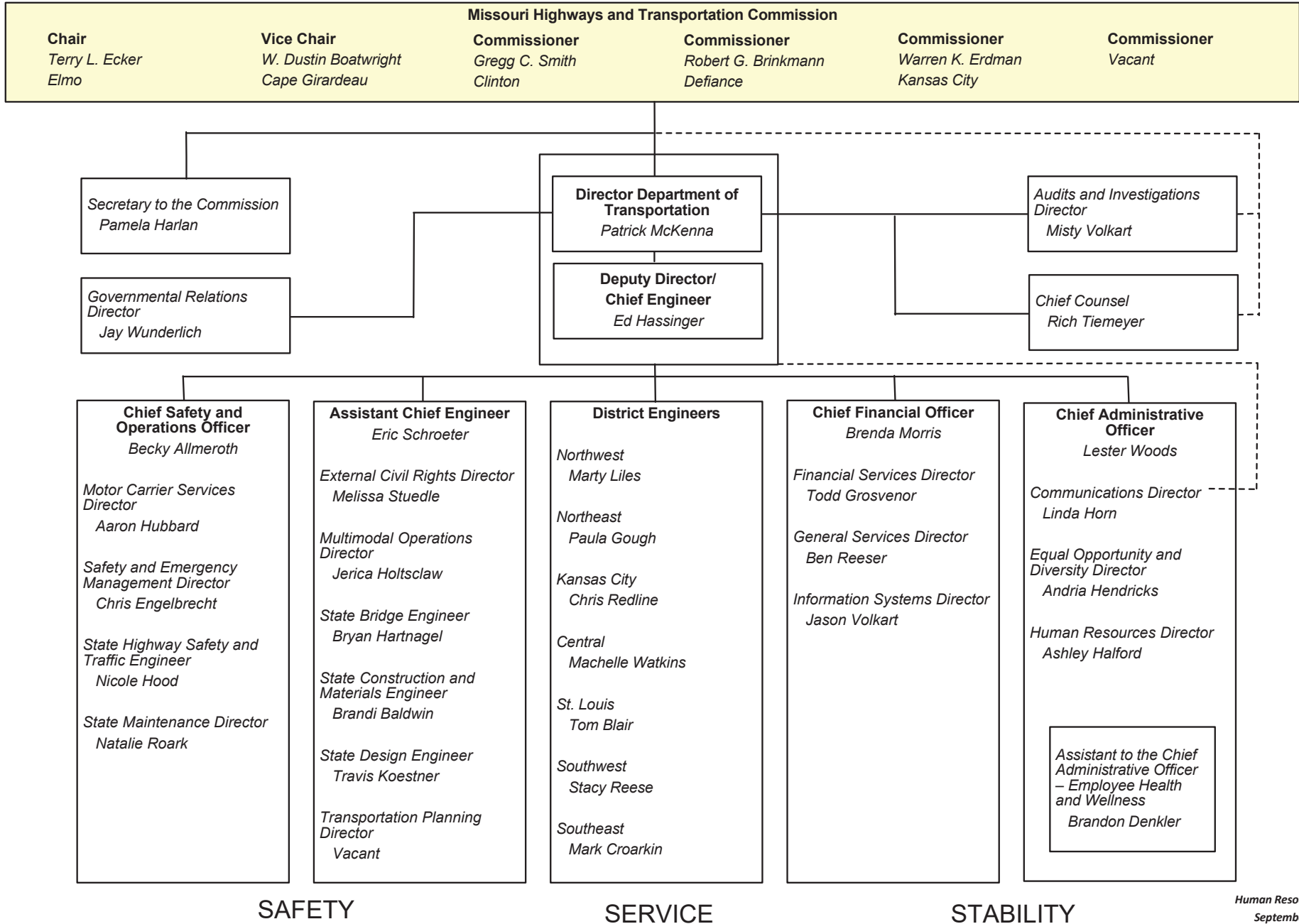
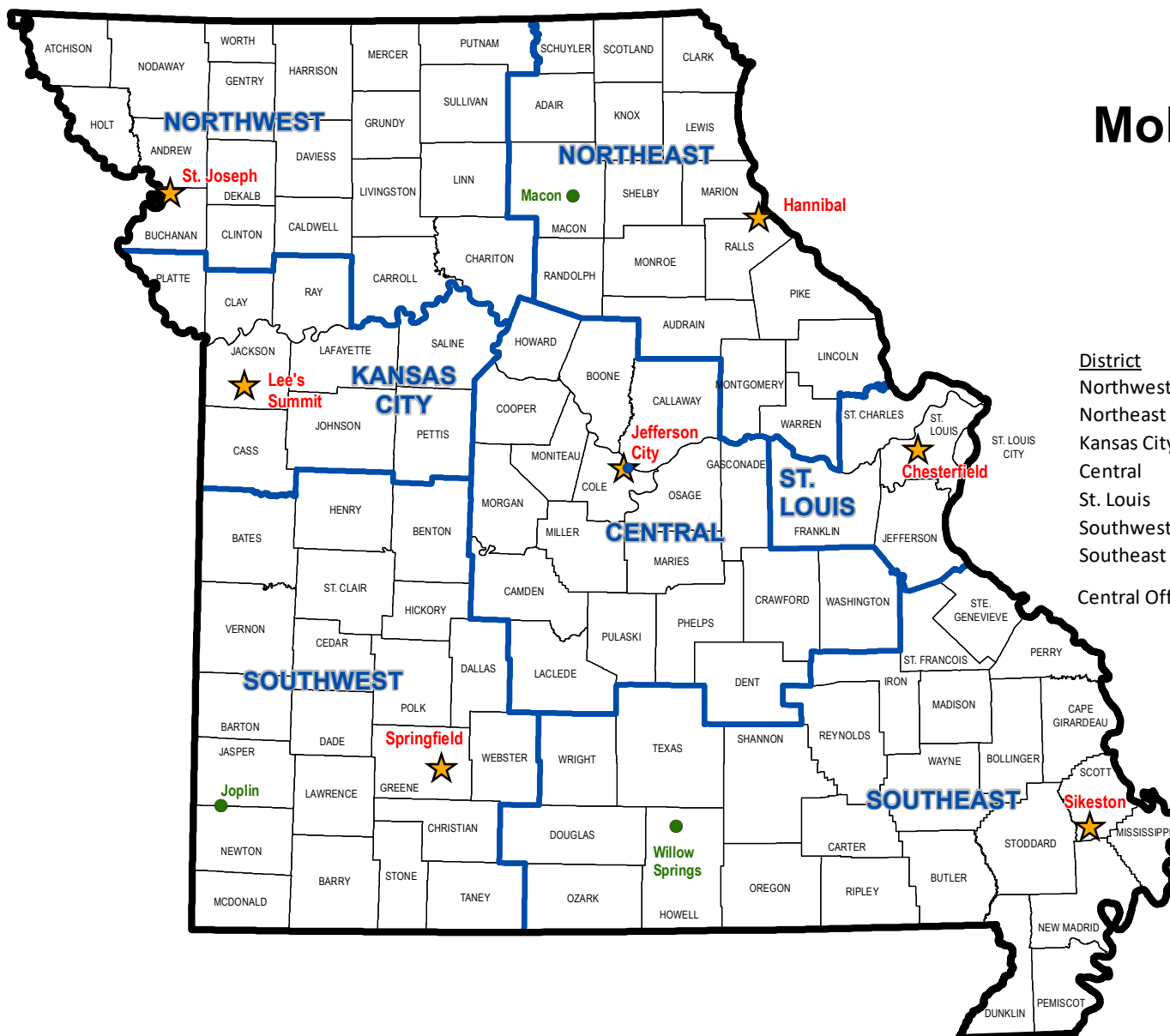


Figure 2: MoDOT District Offices



Missouri Department of Transportation
1-888-ASK-MODOT (275-6636)
WWW.MODOT.ORG

2022 National Performance Report Card

A

Road Conditions

Current Performance = 90 percent major highways (5,554 miles) in good condition. 80 percent of minor highways (17,848) in good condition.

National Ranking = Missouri had the 7th best pavements on the National Highway System. (*FHWA Highway Statistics 2019*)

A

Project Management

Current Performance = Missouri road and bridge projects were delivered within -0.1 percent of the award amount and 98 percent were delivered on-time.

National Ranking = Not available.

A

Infrastructure for Business

Current Performance = No internal measure

National Ranking = A CNBC business study ranks Missouri's infrastructure as the 10th best for business.

B

Administrative Costs

Current Performance = \$2,349 cost per mile

National Ranking = Missouri has the 13th lowest administrative cost per mile.

B

Customer Satisfaction

Current Performance = 73 percent satisfied customers

National Ranking = Missouri trails the highest rated company on the American Customer Satisfaction Index by 12 percent.

C

Congestion (travel time index)

Current Performance = Kansas City - 1.10 St. Louis - 1.08

National Ranking = Out of 101 urban areas, Kansas City ranked 29th and St. Louis ranked at 44th for congested areas in the U.S. (*Texas Transportation Institute -2020*)

C

Number of Fatalities

Current Performance = 1,016 fatalities

National Ranking = Twenty-three states experienced more motor vehicle deaths ranking Missouri 27th.

F

Bridge Conditions

Current Performance = 7 percent of Missouri bridges in poor condition by deck area.

National Ranking = Missouri ranked 43rd for the percent of bridges in poor condition by deck area. (*FHWA Highway Statistics*)

F

Revenue

Current Performance = \$60,567 revenue per mile

National Ranking = Missouri has the 48th lowest revenue per mile. (*FHWA Highway Statistics*)

F

Employee Turnover

Current Performance = 18.94 percent

National Ranking = Not available.

RANKINGS

1-10 = A

11-20 = B

21-30 = C

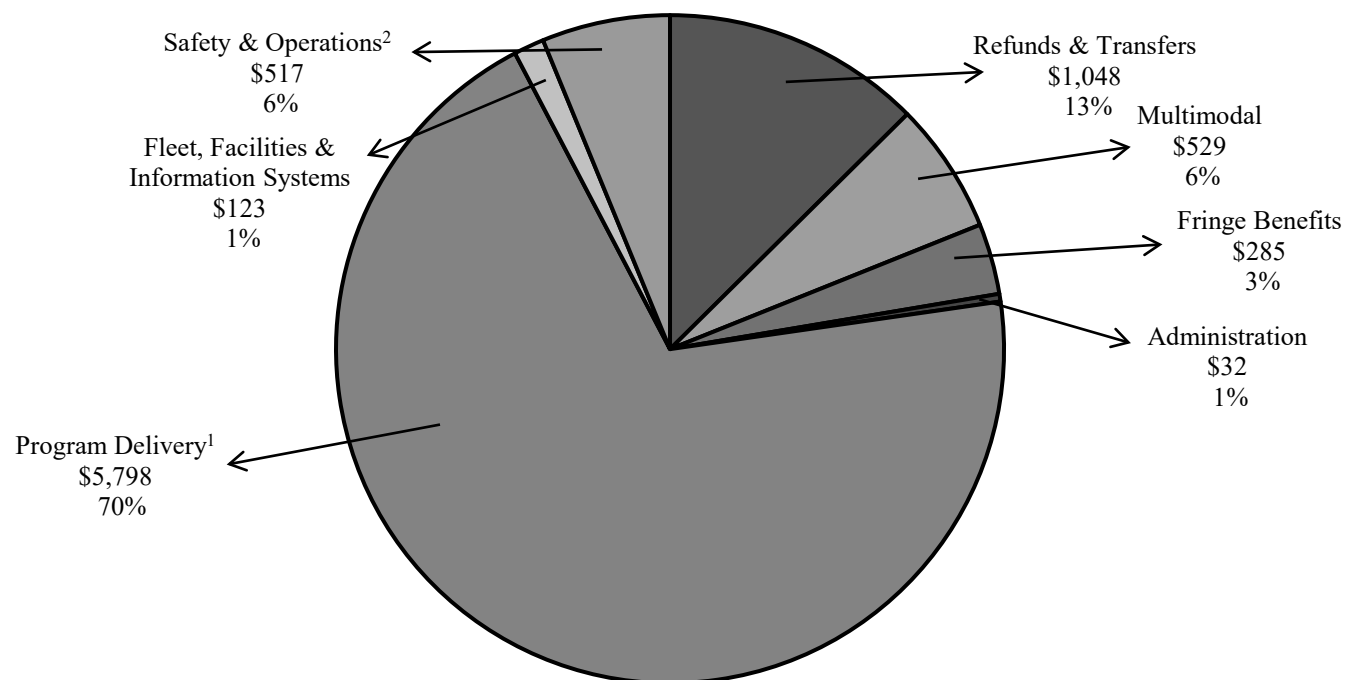
31-40 = D

41-50 = F

Commission Approved Budget

The \$8.3 billion Commission approved budget for fiscal year 2025 represents an increase from the fiscal year 2024 truly agreed to and finally passed budget. Figure 3 shows MoDOT's fiscal year 2025 Commission approved budget by major expenditure category.

Figure 3: Fiscal Year 2025 Commission Approved Budget by Major Expenditure Category (shown in millions)



¹ Program Delivery consists of Personal Services and Expense and Equipment for the divisions of Construction, Transportation Planning, External Civil Rights and Design; Contractor Payments; Design and Bridge Consultant Payments; the Accelerated Program; Right of Way purchases; Federal Pass-Through; and Debt Service.

² Safety and Operations consists of Personal Services, Expense and Equipment and Programs for the divisions of Maintenance, Highway Safety and Traffic and Motor Carrier Services.

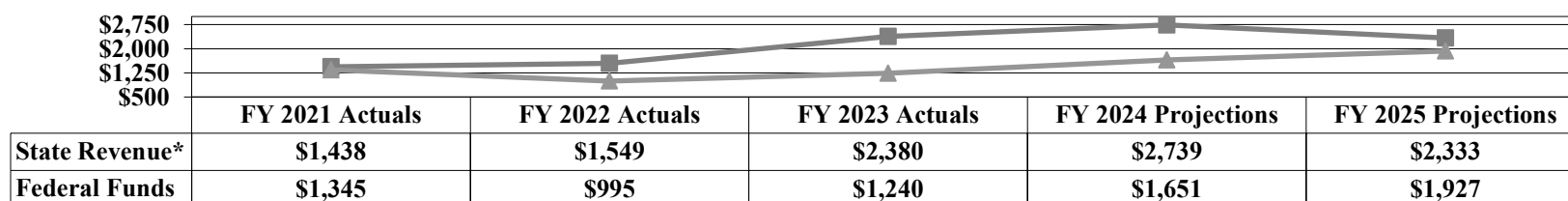
Funding

Actual revenues for not only roads and bridges, but also other modes of transportation, for the previous three years, and projected revenues for fiscal years 2024 and 2025 are shown in Figure 4. Figure 5 shows actual transportation funding for fiscal year 2022. The Federal Highway Administration revenue and mileage reports rank Missouri 48th in revenue per mile, meaning only two other states' revenue per mile is lower.

State revenues and federal funding are estimated to be \$4.4 billion in fiscal year 2024. Approximately 44 percent of the state revenue from highway user fees is generated by Missouri's fuel tax of 24.5 cents per gallon on gasoline and diesel fuel. Missouri Governor Mike Parson signed SB 262 into law July 13, 2021, increasing the state's motor fuel tax for the first time since 1996. The law increases the state motor fuel tax by 2.5 cents on October 1, 2021; thereafter, on July 1 each fiscal year until reaching an additional 12.5 cents per gallon on July 1, 2025. The law provides the option of a refund to individuals on this new increase for vehicles with a gross weight of less than 26,000 pounds. The remaining state revenues include motor vehicle sales taxes and motor vehicle and drivers licensing fees. As shown in Figure 6, local governments receive their share of the funds, depending on the type of user fee. MoDOT also receives appropriations from the following funds for support of various programs: General Revenue, Motorcycle Safety Trust, Grade Crossing Safety, Railroad Expense, State Transportation Assistance Revolving Loan, State Transportation, Aviation Trust, Multimodal Federal, Federal Stimulus, Motor Carrier Safety Assistance Federal and Highway Safety Federal.

A significant source of transportation revenue is from the federal government. Funding is received through various federal transportation agencies including Federal Highway Administration, Transit, Aviation and Railroad Administrations. In November 2021, the federal transportation bill, called the Infrastructure Investment and Jobs Act (IIJA), was authorized. The new bill is estimated to increase federal funding to Missouri by approximately 26 percent annually compared to the last year of the prior highway act, Fixing America's Surface Transportation (FAST) Act.

Figure 4: Actual and Projected State Revenues and Federal Funds for Fiscal Years 2021-2025 (in millions)



*Does not include highway user revenues distributed to cities and counties.



Figure 5: Missouri Transportation Funding for Fiscal Year 2022 (in millions)

*Fiscal Year 2023 actuals were not available at the time of publication and will be added to the Governor's Recommendation Budget Book

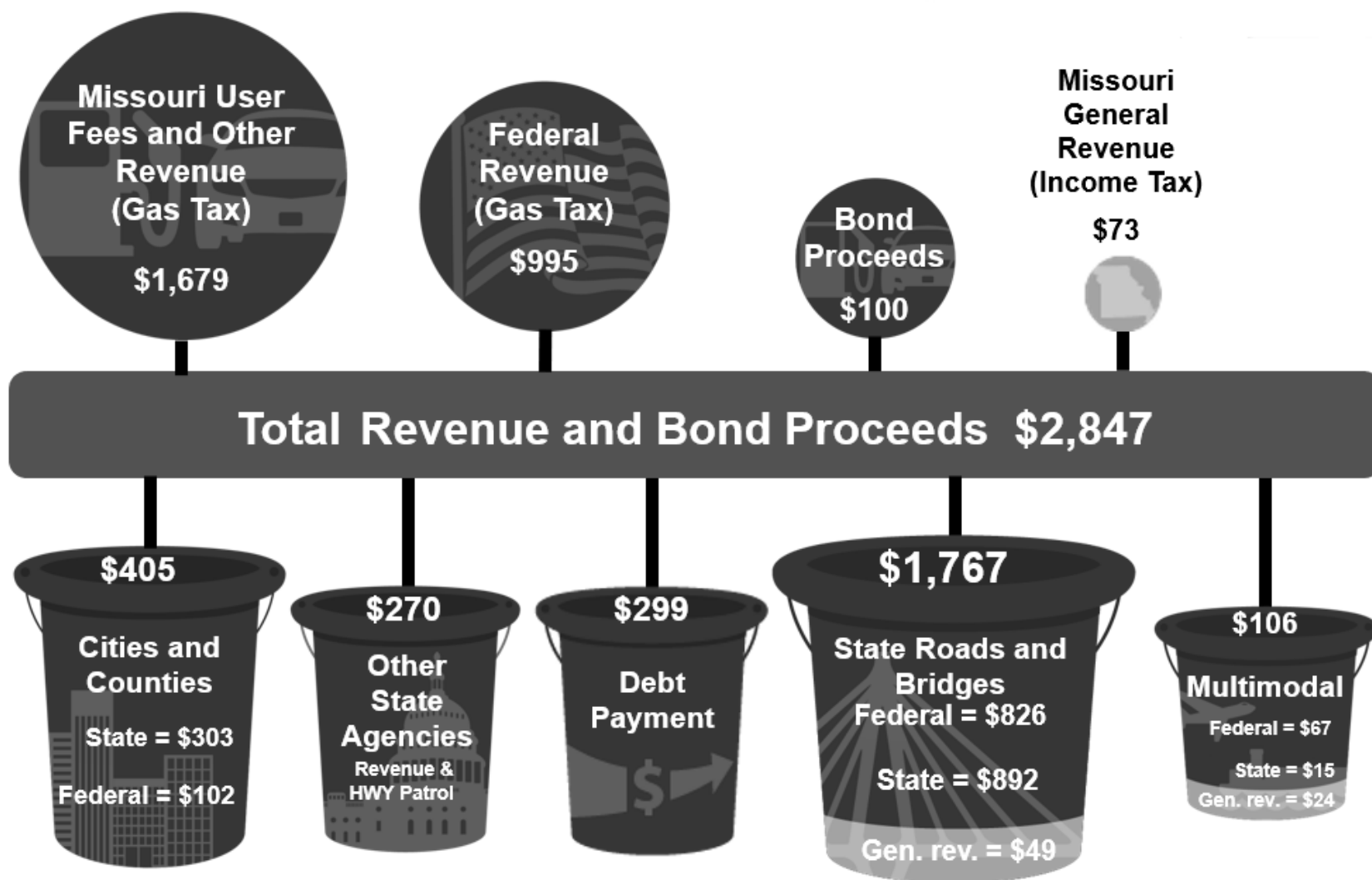
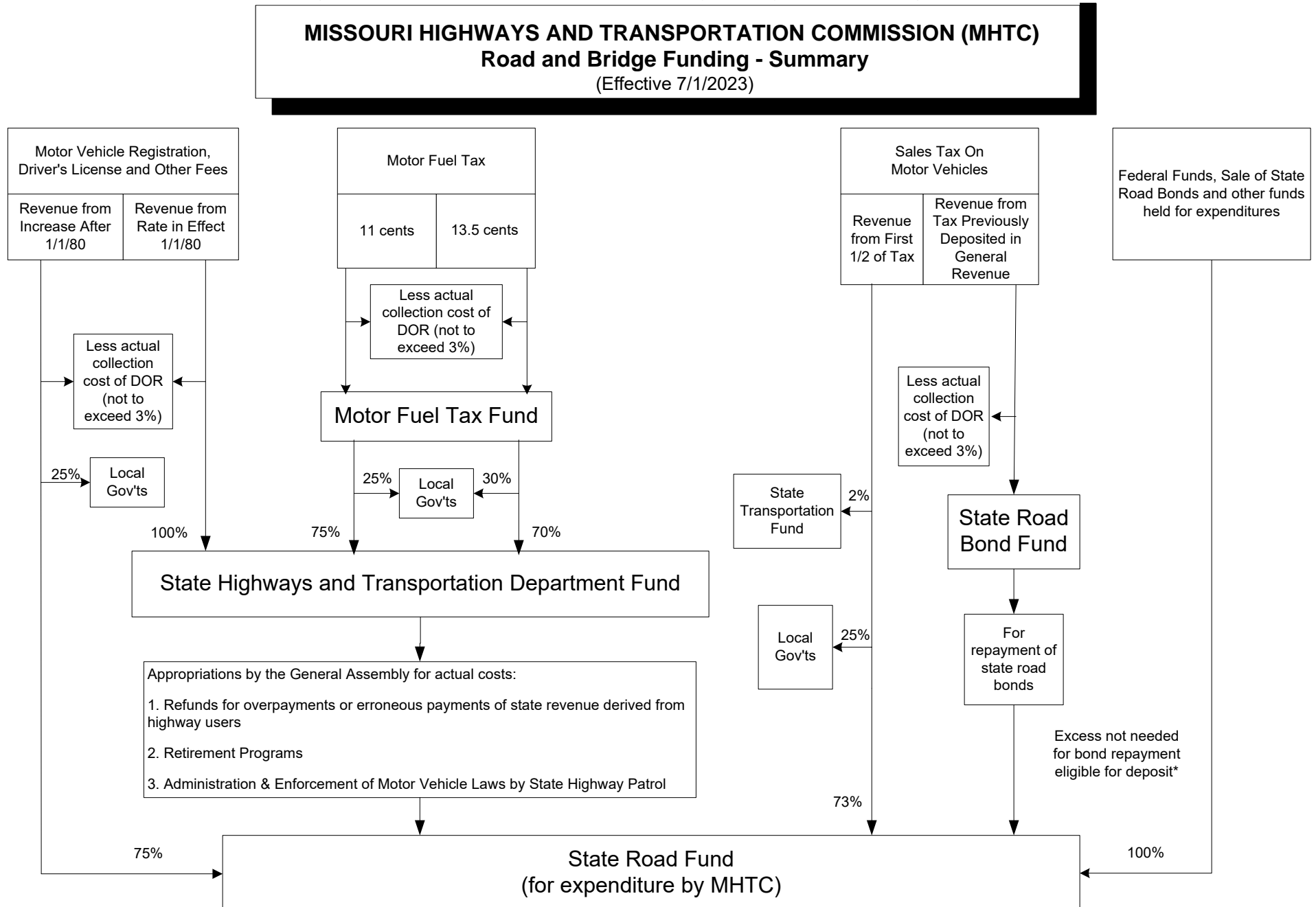


Figure 6: Missouri Highways and Transportation Commission Road and Bridge Funding Distribution

*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

*The motor fuel tax increased 2.5 cents per gallon on October 1, 2021 and will increase another 2.5 cents each year until July 1, 2025 from the passage of Senate Bill 262.



MoDOT's Priorities and the Future of Transportation in Missouri

MoDOT has taken dramatic steps over the last several years to reduce costs and form a leaner, more efficient agency. We continue to work every day to improve the condition of our infrastructure and our organization. Our top priorities are:

- Safety – Moving Missourians Safely
- Service – Providing Outstanding Customer Service; Delivering Efficient and Innovative Transportation Projects and Operating a Reliable Transportation System
- Stability – Managing our Assets; Stabilizing Resources and Engaging our Workforce and Building a Prosperous Economy for all Missourians

These priorities are where the department will focus its attention and spend its limited funds. MoDOT has developed asset management plans for each district with the goal to maintain current pavement and bridge conditions. Without preventative maintenance, the cost of improving a road or bridge in poor condition can cost four to ten times more per project.

Statewide Transportation Improvement Program (STIP)

MoDOT plans its highway and bridge construction schedule using a rolling five-year plan called the STIP. MoDOT works with the public, metropolitan planning organizations, regional planning commissions, modal partners and local officials to determine the highest priority projects. MoDOT is committed to involving the public, local officials, transportation stakeholders and other interested parties in the process of evaluating needs, selecting projects and defining the work to be done. MoDOT's planning framework emphasizes the value of local input. It has won awards and become a national model for transportation planning. Annually, the department prepares a financial forecast that is used to develop the STIP. An updated financial forecast for the 2024-2028 STIP was presented to the Commission on February 8, 2023 and revised in July 2023. The forecast included the additional funds provided by a 12.5-cent increase in the state motor fuel tax rate from the passage of Senate Bill 262, Amendment 3 bond issuances, bonding and General Revenue funding for Improve Interstate 70 (I-70) Program and general assembly designated and funded projects. The STIP details an annual construction program that averages \$2.1 billion per year for the five-year period. It was developed assuming federal funding authorized in Infrastructure Investment and Jobs Act (IIJA) and included the federal surface transportation funding provided by the Coronavirus Response and Relief Appropriations Act (CRRSAA), which was enacted on December 27, 2020. Other funding assumptions included a bond issuance in 2026 to be repaid with dedicated motor vehicle sales tax revenue which is deposited in the State Road Bond Fund per the Amendment 3 legislation. Missouri's 2024-2028 STIP was approved by the Commission in July 2023. MoDOT has started the process of creating the 2025-2029 STIP which is expected to be approved in July 2024.

To guide STIP investments, MoDOT has developed asset management plans for each district with the goal to maintain current pavement and bridge conditions. MoDOT's asset management plan is a strategic practice focused on using limited resources for the preservation of the state's

transportation infrastructure. The asset management plans focus on preventive maintenance improvements to keep roads and bridges in good condition. From 2024 through 2026, the highway and bridge projects identified in Section 4 of the STIP document are projected to provide adequate investments to ensure current conditions are maintained in each district. Specifically, planned projects include work on 2,057 lane miles of interstate pavements, 3,621 miles of major route pavements and 9,316 miles of minor route pavements during this timeframe of the STIP. From 2024-2026, the STIP invests in approximately 815 bridges (over 15 million square feet) with the goal of keeping the state's number of poor condition bridges below 900. MoDOT's asset management plan is reviewed annually, and assumptions are adjusted as needed.

Current legislation is being proposed to repeal Senate Bill 262. If this repeal is successful, the funding available for projects will be reduced by approximately \$1.5 billion.

Operations and Traffic Management

MoDOT's work does not end when a road is built. Operations and Traffic Management keep traffic flowing safely and efficiently. MoDOT provides snow removal, signing, striping, litter control and mowing services; intelligent transportation systems (ITS) maintenance, emergency operations, maintains roadsides and rest areas; and completes routine road and bridge repairs. The department monitors traffic trends and plans improvements. MoDOT has established a clear direction of practical innovative operations to determine ways to increase efficiency and save money. These areas include winter operations, signing, striping, mowing and pavement maintenance.

Motor Carrier Services

MoDOT's Motor Carrier Services (MCS) operates a customer-focused e-business. Timeliness and safety are important to the commercial motor vehicle (CMV) industry and consumers. MCS strives to minimize the time carriers spend on credentialing by providing the functionality to manage their business at a single physical location (a one-stop shop) or from the carrier's place of business via web applications available 24 hours a day, 7 days a week. MCS strives to reduce CMV fatalities and disabling injuries through safety programs that provide education, early intervention and addressing unsafe carriers who refuse to comply with safety regulations. MCS partners with state, federal, national and international entities to meet public and carrier needs, facilitate efficient movement of freight and utilize data to promote economic development. MCS annually serves around 20,000 customers; processes over 125,000 commercial vehicle registration transactions and issues over 150,000 oversize-overweight permits; conducts approximately 300 interstate and intrastate safety interventions; performs over 900 federal new entrant and state safety audits; and completes approximately 950 commercial motor vehicle inspections.

Highway Safety

Calendar year 2022 ended with an increase in fatalities on Missouri roads. However, we have not seen this number of traffic fatalities since 2006. After ending 2021 with 1,016 fatalities, the preliminary 2022 fatality number is 1,057, a four percent increase. Of the drivers and passengers killed in 2022, 60 percent were not wearing seat belts. Preliminary data indicates fatalities related to excessive speeds have decreased by approximately

eight percent in 2022, but they still account for approximately 33 percent of the total fatalities. In addition to the tragic loss of life and the impact to individual families, these fatalities and severe injuries result in an economic loss in Missouri totaling over \$11.9 billion based on information from the U.S. Department of Transportation. Through research, analysis of crash data and review of best practices, MoDOT's Highway Safety and Traffic Division develops and coordinates programs that address high risk driver behaviors such as failure to use safety belts and child safety seats; impaired driving; speeding; and distracted driving. MoDOT staff implements projects involving engineering, enforcement, education and emergency medical services that improve highway safety and reduce traffic fatalities and injuries.

Major Program Initiatives

I-270 North Project

The I-270 North Project, costing \$278.0 million, will address safety, congestion and system condition issues on I-270 north and the outer roads between US 67 (Lindbergh Boulevard) and Bellefontaine Road. The project was awarded in November 2019 and construction began in the spring of 2020. The project is expected to be completed by December 2023.

Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and Climbing Lanes at Mineola Hill

The I-70 INFRA Discretionary Grant improvements to the Lance Corporal Leon Deraps I-70 Missouri River (Rocheport) Bridge and Climbing Lanes at Mineola Hill have begun. The Mineola Hill project to add climbing lanes to I-70 in the area of Mineola Hill to help accommodate slower traffic on the hills cost \$14.4 million and was completed in June of 2021. The bridge replacement with a \$240.0 million budget was awarded in July 2021. This project replaces one interstate bridge over the Missouri River near Rocheport, Missouri with two new bridges and one interstate overpass at Route BB. The new westbound I-70 bridge is open to traffic in both directions and the Route BB overpass replacement is expected to be completed in the fall of 2023. The project is expected to be completed by December 2024.

Fixing Access to Rural Missouri (FARM) Bridge Program

The Fixing Access to Rural Missouri (FARM) Bridge Program will replace a total of 31 bridges in northern Missouri. The project was awarded in May 2020. The estimated budget is \$26.0 million and is expected to be completed in October 2023. As of June 30, 2023, 20 bridges were completed.

Bootheel Bridge Bundle

The Commission awarded a contract for the Bootheel Bridge Bundle project in August 2020. This project will replace or rehabilitate 17 bridges, 13 of which are included in the Focus on Bridges Program, for an estimated budget of \$25.5 million. As of June 30, 2023, 15 bridges were completed. The project is expected to be completed by December 2023.

Buck O'Neil Bridge

In February 2021, the Buck O'Neil Bridge replacement and interchange improvements was awarded. The project's budget totals \$257.9 million with \$72.5 million provided by the City of Kansas City along with a \$25.0 million Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant obtained by the City. Construction started in August 2021 and is anticipated to be completed in December 2024.

I-70 Cave Springs to Fairgrounds - St. Charles County Project

The I-70 Cave Springs to Fairgrounds in St. Charles County project will provide connectivity, safety and efficiency improvements to four miles of the I-70 network at an estimated budget of \$63.4 million. The project was awarded in February 2022 and has an anticipated completion date of November 2024.

I-44 Corridor Bridge Bundle

The I-44 Corridor Bridge Bundle project will improve 25 poor condition bridges on or adjacent to the I-44 corridor. The project has an estimated budget of \$38.5 million. The project was awarded in January 2022 and has an anticipated completion date of October 2024.

Chester Bridge

The Chester Bridge over the Mississippi River is being replaced. A design-build team was selected in March of 2023. The project's budget is \$307.0 million. Construction started in September of 2023 with an anticipated completion date set for December 2026.

Taney County Route 86 Long Creek Bridge

Taney County Route 86 Long Creek Bridge project over Table Rock Lake will replace the existing Route 86 bridge, which has had to be closed periodically due to its condition. The project has a budget of \$66.5 million and will be completed by the summer of 2024.

Chain of Rocks Bridge

The Chain of Rocks Bridge carrying I-270 over the Mississippi River in St. Louis is a border bridge partnership with the state of Illinois leading the project. The project improves an interchange and replaces the obsolete river bridge. This project has an estimated budget of \$532.0 million with MoDOT's share being \$225.0 million and has an expected completion date of the fall of 2026.

I-55 Project

The I-55 Project will make pavement and bridge improvements on I-55 from Route M to one mile south of US 67. The project will add a third lane to northbound and southbound I-55 from Route Z to US 67 and will make operations and safety improvements on US 67 between US 61 and Buck Creek Road. Within the project limits, 14 bridges will be replaced, 12 bridges will be rehabilitated and one new bridge will be added. The contract amount is \$206.0 million, and the project was awarded in July 2023. Construction is expected to be completed by December 2026.

Northwest Bridge Bundle

The Northwest Bridge Bundle project will improve up to 34 poor condition bridges in seven of the 20 Northwest District counties. The project has an estimated budget of \$30.0 million, an expected award date of December 2023 and an anticipated completion date of December 2026.

Safety Improvements Project

The Safety Improvements Project in the St. Louis District will reduce fatal and serious injury crashes on roads in Jefferson County, St. Louis County and St. Louis City by making targeted safety improvements to roads. The project has an estimated budget of \$52.0 million, an expected award date of January 2024 and an anticipated completion date of June 2026.

Improve I-70 Program

As part of the fiscal year 2024 budget, the General Assembly and the Governor approved a total of \$2.8 billion to improve the I-70 corridor. Specifically, the budget includes funds for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Of the total amount, \$1.4 billion of General Revenue comes in the form of cash and spending authority. An additional \$1.4 billion of bonding authority was provided with debt service to be paid from General Revenue. Bond proceeds are not to exceed \$1.4 billion, annual debt service payments are not to exceed \$136.0 million annually and the term of any bonds issued should not exceed 15 years. The safety and economic prosperity of Missouri depends, in part, on an I-70 that grows along with the state and the nation. The first anticipated project is to address I-70 between US 63 east to US 54 including the interchange at US 63 and I-70.

Multimodal Transportation

MoDOT works with cities, counties and regional authorities and providers to plan improvements for aviation, railroads, public transportation, freight development and waterway facilities in Missouri. MoDOT is requesting approximately \$529.4 million to fund multimodal services in fiscal year 2025.

Aviation

Missouri has 119 public use airports, and 106 of them are eligible to receive federal and/or state funds through MoDOT. Missouri is one of 10 block grant states in the country, so Federal Airport Improvement Program funds are issued from the Federal Aviation Administration to MoDOT. MoDOT then subgrants funds to the 68 airports in the State Block Grant Program. MoDOT also issues state Aviation Trust Fund grants to eligible airports. These federal and state grants can be used for projects such as airport planning, airfield pavement maintenance, lighting projects and obstruction removal. Commercial airlines at nine airports accounted for approximately 12.1 million boardings in calendar year 2022.

Waterways

MoDOT provides technical and financial assistance to develop and operate 17 active port authorities and one three-state port commission in Missouri. An annual appropriation from the legislature assists those ports with administrative and capital funds. In fiscal year 2023, the ports were able to use the state appropriations of \$11.2 million to leverage over \$12.2 million in non-state investment and directly employ 453 people. Missouri has 1,050 miles of navigable waterways on the Missouri and Mississippi rivers, and those waterways are used to transport multiple

commodities such as raw materials, manufactured goods and agricultural and petroleum products. In fiscal year 2023, total public port freight tonnage was 4.6 million tons. This is equivalent to 177,059 trucks on the state's highways. In addition to the ports, two publicly owned ferry services on the Mississippi River also receive federal and state funding through MoDOT. The two ferries in fiscal year 2023 carried 11,865 passengers and 6,016 vehicles.

Railroads

MoDOT administers the state's railroad program, which includes freight rail regulation, passenger rail, light rail safety regulation, highway/rail crossing safety, rail/highway construction and railroad safety inspection and outreach. An annual appropriation from the legislature supports Amtrak passenger rail service between St. Louis and Kansas City. The trains make eight intermediate stops. Amtrak also provides national service on other routes in Missouri. In fiscal year 2023, Amtrak ridership was approximately 145,400 passengers. There are over 6,500 public and private highway-rail crossings and 5,300 miles of mainline track in the state. Missouri has the 11th most miles of track in the nation. The rail system is also critical to the nation's passenger rail transportation and Missouri's passenger service between St. Louis and Kansas City.

Public Transportation

The Missouri Department of Transportation Transit Section administers state and federal funds to provide financial and technical assistance to 32 public transit agencies and over 199 specialized transit providers across the state. These funds are administered through programs serving general public transportation and programs serving seniors and persons with disabilities. Transit agencies provide more than 29.8 million one-way trips per year helping people access goods and services throughout Missouri. MoDOT also administers federal funds for the Rural Transportation Assistance Program (RTAP), providing training in defensive driving, passenger assistance, federal requirements and other essential skills for transit drivers and agency staff.

Freight Development

Missouri has an extensive and diverse transportation network, consisting of more than 1,385 miles of interstate highways, 5,300 miles of rail track, 1,050 miles of navigable waterways and 36 airports with runways greater than 5,000 feet. Because of the investments made in our transportation infrastructure, Missouri moves over 985 million tons of freight annually valued at more than \$1.1 trillion. Moving these products means more than 169,000 workers are directly or indirectly employed by the freight transportation industry in the state. MoDOT directly supports the state's freight network by providing Freight Enhancement Program funds to non-highway projects that improve and maintain high priority freight assets and corridors that are critical to the movement of freight.

State Auditor's Reports, Oversight Evaluations and Missouri Sunset Act Reports

Program or Division Name	Type of Report	Date Issued	Website
State of Missouri Single Audit Year Ended June 30, 2022	State Auditor's Office	July 2023	Single Audit - 2022
State of Missouri Single Audit Year Ended June 30, 2021	State Auditor's Office	July 2022	Single Audit - 2021
State of Missouri Single Audit Year Ended June 30, 2020	State Auditor's Office	May 2021	Single Audit - 2020
Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2022*	State Auditor's Office	December 2022	Highway Fund Audit - 2022
Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2021*	State Auditor's Office	December 2021	Highway Fund Audit - 2021
Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2020*	State Auditor's Office	December 2020	Highway Fund Audit - 2020
External Financial Audit Fiscal Year 2022	RubinBrown LLP	September 2022	External Financial Audit - 2022
External Financial Audit Fiscal Year 2021	RubinBrown LLP	September 2021	External Financial Audit - 2021
External Financial Audit Fiscal Year 2020	BKD LLP	September 2020	External Financial Audit - 2020

*Indicates a review of another state agency and/or separate political subdivision(s) that are related to transportation.
There were no Oversight Division evaluations or Sunset Act reports completed.

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FY 2025
Comprehensive List of Flexibility Requests

MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT)						AMOUNT	FLEXIBILITY	
HB	APPROP	APPROP NAME	FUND	FUND TYPE	FLEX TYPE	FY 25 Requested	FY 24 TAFP	FY 25 Requested
4.400	7435	ADMINISTRATION PS-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$24,693,767	20% (PS & E&E)	20% (PS, FB & E&E)
4.400	7436	ADMINISTRATION E&E-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$6,566,988	20% (PS & E&E)	20% (PS, FB & E&E)
4.400	9168	ORGANIZATIONAL DUES-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$70,000	20% (PS & E&E)	20% (PS, FB & E&E)
4.400	9169	ORGANIZATIONAL DUES-0126	0126	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$5,000	20% (PS & E&E)	20% (PS, FB & E&E)
4.400	9170	ORGANIZATIONAL DUES-0659	0659	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$5,000	20% (PS & E&E)	20% (PS, FB & E&E)
4.405	5466	FRINGE BENEFITS - 0126	0126	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$633,054	50% (FB)	20% (PS, FB & E&E)
4.405	5471	FRINGE BENEFITS - 0149	0149	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$381,262	50% (FB)	20% (PS, FB & E&E)
4.405	5472	FRINGE BENEFITS - 0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$282,732,596	50% (FB)	20% (PS, FB & E&E)
4.405	5473	FRINGE BENEFITS E&E - 0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$96,181	50% (FB)	20% (PS, FB & E&E)
4.405	5475	FRINGE BENEFITS - 0659	0659	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$545,546	50% (FB)	20% (PS, FB & E&E)
4.405	5476	FRINGE BENEFITS - 0675	0675	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$218,037	50% (FB)	20% (PS, FB & E&E)
4.405	5477	FRINGE BENEFITS - 0952	0952	OTHER	Flex between sections 4.400, 4.425, 4.450,	\$746,420	50% (FB)	20% (PS, FB & E&E)
4.425	7440	PROGRAM DELIVERY PS-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$97,427,822	20% (PS & E&E)	20% (PS, FB & E&E)
4.425	4402	PROGRAM DELIVERY E&E-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E	\$41,116,822	20% (PS & E&E)	20% (PS, FB & E&E)
4.425	3550	BOND PRINCIPAL & INTEREST-0320	0320	OTHER	Flex between the State Road Fund and State Road Bond Fund	\$117,388,981	50%	50%
4.425	7485	BOND PRINCIPAL & INTEREST-0319	0319	OTHER	Flex between the State Road Fund and State Road Bond Fund	\$201,259,881	50%	50%
4.440	6124	BRIDGE RPR & RPLCMNT PS-0320	0320	OTHER	Flex within section 4.440	\$1,137,495	50%	50%
4.440	6125	FRINGES-BRIDGE RPR & RPLC-0320	0320	OTHER	Flex within section 4.440	\$2,580,801	50%	50%
4.440	6126	BRIDGE RPR & RPLCMNT E&E-0320	0320	OTHER	Flex within section 4.440	\$10,209,621	50%	50%
4.440	5303	BRIDGE REPR & REPLACEMENT-0320	0320	OTHER	Flex within section 4.440	\$4,875,561	50%	50%
4.450	6309	SAFETY AND OPERATIONS PS-0149	0149	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$570,701	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.455	6310	SAFETY AND OPERATIONS E&E-0149	0149	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$62,582	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.450	7445	SAFETY AND OPERATIONS PS-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$196,364,232	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.450	4399	SAFETY AND OPERATIONS E&E-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$288,920,857	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)

FY 2025
Comprehensive List of Flexibility Requests

MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT)						AMOUNT	FLEXIBILITY	
HB	APPROP	APPROP NAME	FUND	FUND TYPE	FLEX TYPE	FY 25 Requested	FY 24 TAFP	FY 25 Requested
4.450	6311	SAFETY AND OPERATIONS E&E-0246	0246	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$250,000	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.460	7464	FLEET FAC & INFO SYS PS-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$14,763,703	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.460	0118	FLEET FAC & INFO SYS E&E-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$108,456,667	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	8901	MULTIMODAL OPS ADMIN PS-0126	0126	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$889,322	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	8902	MULTIMODAL OPS ADMIN E&E-0126	0126	FED	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$270,402	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	7468	MULTIMODAL OPS ADMIN PS-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$670,972	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	8904	MULTIMODAL OPS ADMIN E&E-0320	0320	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$42,200	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	6174	MULTIMODAL OPS ADMIN PS-0659	0659	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$749,799	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	6175	MULTIMODAL OPS ADMIN E&E-0659	0659	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$160,024	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	9939	MULTIMODAL OPS ADMIN PS-0675	0675	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$349,099	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	2270	MULTIMODAL OPS ADMIN E&E-0675	0675	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$467,047	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	4660	MULTIMODAL OPS ADMIN PS-0952	0952	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$1,023,839	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)
4.475	4661	MULTIMODAL OPS ADMIN E&E-0952	0952	OTHER	Flex between sections 4.400, 4.425, 4.450, 4.460, 4.475 for PS, FB and E&E Flex between PS and E&E	\$26,726	20% (PS & E&E), 10% (PS & E&E)	20% (PS, FB & E&E), 10% (PS & E&E)

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Department Wide	
DI Name: State Road Fund Increases	DI# 1605099
	HB Section: <u>Multiple</u>

1. AMOUNT

FY 2025 Commission Approved Increases				
	GR	Federal	Other	Total
PS	0	0	50,011,010	50,011,010
EE	0	0	32,660,933	32,660,933
PSD	0	0	277,000,000	277,000,000
TRF	0	0	0	0
Total	0	0	359,671,943	359,671,943
FTE	0.00	0.00	345.00	345.00
HB 4	0	0	21,728,905	21,728,905
HB 5	0	0	3,845,847	3,845,847

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Road Fund (0320)

Non-Counts:

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

2. THIS INCREASE CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input checked="" type="checkbox"/> Other: <u>Cost Increases to Implement Commission Approved Budget</u>	

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation Division: Department Wide DI Name: State Road Fund Increases	Budget Unit: Multiple HB Section: Multiple
DI# 1605099	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

The personal services and fringe benefits increase includes the following:

- \$11.9 million of personal services and the related fringe benefits to continue implementing the market plan and provide tenure-based pay increases. In July 2022, the department implemented a portion of a market plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries included modifying the salary structure to optimize it and being more competitive with market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure and performance.
- \$1.3 million of administration personal services and related fringe benefits is needed for nine additional full-time equivalents (FTEs). Two FTEs are requested for the Audits and Investigations Division to comply with International Fuel Tax Association (IFTA) and International Registration Plan (IRP) audit requirements and provide adequate administrative technical support. Four FTEs are requested for the Financial Services Division to enhance financial support and expertise due to increased transportation funding from the General Assembly, succession planning and budget analysis. Three FTEs are requested for the Human Resources Division to aid with the workload and succession planning.
- \$2.5 million of safety and operations personal services and related fringe benefits is needed for 18 additional FTEs and interns. Five FTEs and interns are requested for the Safety and Emergency Management Division to perform training, safety audits, hazard analysis and process workers' compensation, fleet and general liability claims. Two FTEs are requested for the Maintenance Division to update training materials, coordinate the Maintenance Leadership Academy, facilitate oversight of Geotab safety data and provide general oversight of all operational training needs. Three FTEs are requested for the Safety and Emergency Management Division to update and develop training materials for our new field professionals due to significant turnover. Eight FTEs are requested for the Highway Safety and Traffic Division to establish Regional Missouri Coalitions for roadway safety in the districts and an additional signing and marking engineer for succession planning.
- \$22.6 million of safety and operations personal services and related fringe benefits is needed for 249 additional FTEs. 225 FTEs are requested for maintenance positions to meet customer expectations for operations such as: litter pick up; deer removal; mowing; trimming; as well as bridge deck flushing, sealing and structural repairs. 24 FTEs are requested for Equipment Technicians to ensure MoDOT's over 3,000 non-fleet equipment is safe, reliable and available. Non-fleet equipment consists of trailers, attenuators and mowers, which have newer technology and require more expertise and time to diagnose repairs.
- \$3.9 million of program delivery personal services and related fringe benefits is requested for 25 additional FTEs for the Improve I-70 Program to widen and rebuild I-70 to three lanes in both directions across the state from Blue Springs to Wentzville.
- \$6.3 million of program delivery personal services and related fringe benefits is requested for 44 additional FTEs due to the increased size of the construction program. The increased size of the program requires more employees to manage and inspect the projects.
- \$1.5 million increase of medical and life fringe benefits for active employees and retirees is requested due to rising medical costs of approximately 12 percent, and employee assistance program (EAP) and workers' compensation fringe benefits for five additional FTE for Aviation due to the increase in federal funding.

COMMISSION APPROVED INCREASES**RANK:** _____ **OF** _____

Department of Transportation Division: Department Wide DI Name: State Road Fund Increases	Budget Unit: Multiple HB Section: Multiple
DI# 1605099	

The Safety and Operations increase includes the following:

- \$11.0 million for various roadside contracts to mow, sweep, remove litter and relocate homeless camps to supplement the work done by employees.

The Program Delivery increase includes the following:

- \$277.0 million for program delivery due to an increase in contractor payments, consultant design work and right of way purchases as the department's construction program increases with additional funding.
- \$9.0 million for research contracts for the Local Technical Assistance Program (LTAP) and pooled funds. The Federal Highway Administration has increased funding for LTAP and this increase is needed to provide the matching funds for the program. This increase will also allow MoDOT to be the lead state for more pooled fund research projects.
- \$2.0 million for a consultant to update the federally required long range transportation plan that provides information for asset management and enhances safety and economic development for Missouri.
- \$1.9 million for roadway data collection items such as functionality enhancements to the Automatic Road Analyzer (ARAN) Van, survey equipment, new pavement and shoulder data collection tools and traffic volume collection data.

The Fleet, Facilities and Information Systems (FFIS) increase includes the following:

- \$2.5 million for weigh station improvements, which includes the addition of acceleration and deceleration lanes at westbound St. Clair on I-44, and carryover funding to complete fiscal year 2024 projects.
- \$6.3 million for rest area improvements to address Americans with Disabilities Act (ADA) needs and to add truck parking. This increase includes \$2.3 million to convert the rest area on southbound I-55 near Fruitland to a truck parking facility as well as removing the current rest area building, adding vault toilets and truck parking spaces. This request also includes \$4.0 million to complete previously awarded projects at northbound Dearborn on I-29, northbound Lathrop on I-35, northbound Bloomsdale on I-55, and both directions at Boonville on I-70.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation		Budget Unit: <u>Multiple</u>
Division: Department Wide		
DI Name: State Road Fund Increases	DI# 1605099	HB Section: <u>Multiple</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC INCREASE AMOUNT. (How did you determine that the number of FTE was appropriate? From what source or standard did you derive the levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does the increase tie to TAFP fiscal note? If not, explain why. Detail which portions are one-times and how those amounts were calculated.)

The Commission approved increases for fiscal year 2025 are as follows:

Personal Services	Increase	FTE
Administration	\$1,447,027	12
Safety and Operations	\$17,850,535	267
Program Delivery	\$8,489,052	66
Fleet, Facilities & Info Systems	\$477,620	
Multimodal Operations	\$17,871	
Total Personal Services	\$28,282,105	345

Fringe Benefits	Increase
Retirement	\$16,118,297
Medical & Life Insurance	\$3,409,212
Employee Assistance Program	\$5,372
Retiree Medical Insurance	\$1,500,000
Workers' Compensation	\$696,024
Total Fringe Benefits	\$21,728,905

Expense & Equipment	Increase
Safety and Operations	\$10,965,000
Program Delivery	\$12,945,933
Fleet, Facilities & Info Systems	\$8,750,000
Total Expense & Equipment	\$32,660,933

Program	Increase
Program Delivery	\$277,000,000
Total Program	\$277,000,000

Total Commission Approved Increases	\$359,671,943	345
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COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation				Budget Unit: <u>Multiple</u>					
Division: Department Wide									
DI Name: State Road Fund Increases				DI# 1605099		HB Section: <u>Multiple</u>			
5. BREAK DOWN THE INCREASE BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	GR DOLLARS	GR FTE	FED DOLLARS	FED FTE	OTHER DOLLARS	OTHER FTE	TOTAL DOLLARS	TOTAL FTE	One-Time DOLLARS
Salaries & Wages	0	0.0	0	0.0	28,282,105	345.0	28,282,105	345.0	0
Fringe Benefits	0	0.0	0	0.0	21,728,905	0.0	21,728,905	0.0	0
Total PS	0	0.0	0	0.0	50,011,010	345.0	50,011,010	345.0	0
Property & Improvements	0	0.0	0	0.0	8,750,000	0.0	8,750,000	0.0	0
Professional Services	0	0.0	0	0.0	10,965,000	0.0	10,965,000	0.0	0
Program Distributions	0	0.0	0	0.0	12,945,933	0.0	12,945,933	0.0	0
Total EE	0	0.0	0	0.0	32,660,933	0.0	32,660,933	0.0	0
Program Distributions	0	0.0	0	0.0	277,000,000	0.0	277,000,000	0.0	0
Total PSD	0	0.0	0	0.0	277,000,000	0.0	277,000,000	0.0	0
Grand Total	0	0.0	0	0.0	359,671,943	345.0	359,671,943	345.0	0

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation

Budget Unit: Multiple

Division: Department Wide

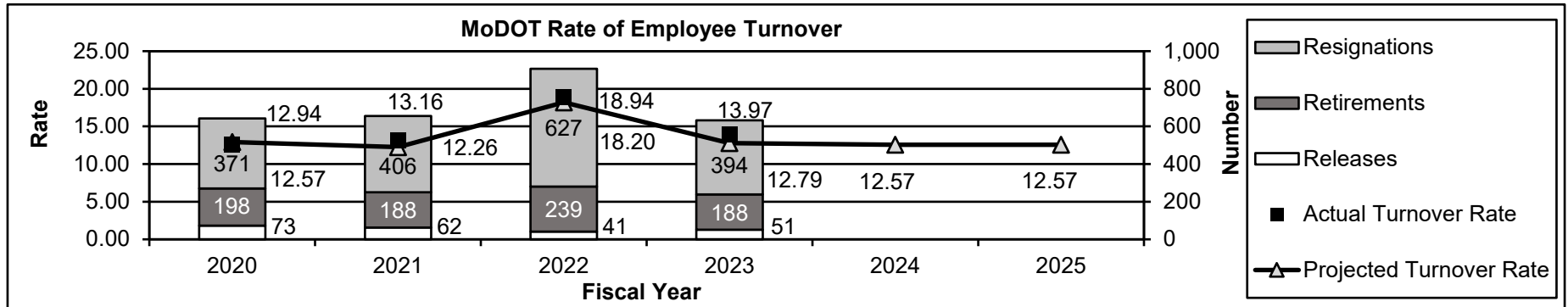
DI Name: State Road Fund Increases

DI# 1605099

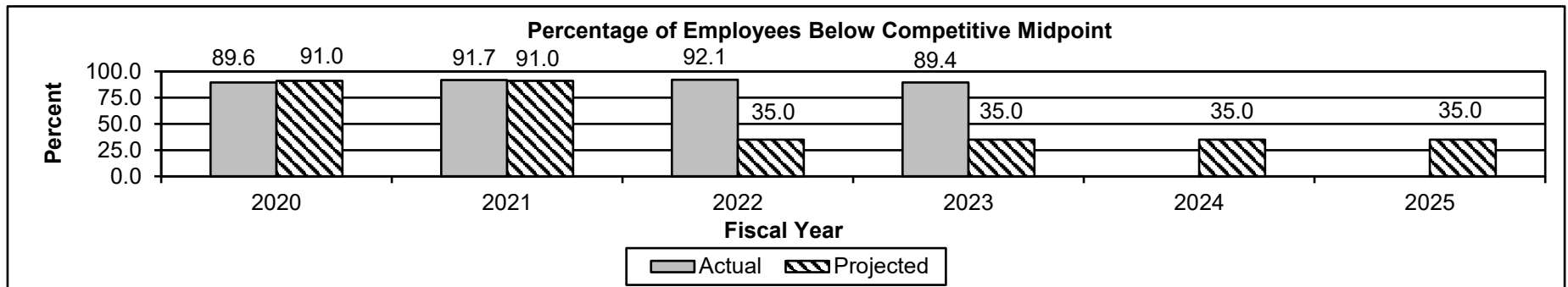
HB Section: Multiple

6. PERFORMANCE MEASURES (If item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The turnover rate shows the percentage of employees who left the department during each fiscal year. The 2024 and 2025 projected turnover rate is based on a 10 percent decrease from the 2023 actual turnover rate.



The midpoint of each salary range is the market competitive midpoint for the job titles classified in that range. The 2024 and 2025 projections are based on the department's goal to reduce the percentage of employees below their competitive midpoint to 35 percent or less. These projections assume full implementation of the employee market adjustment.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

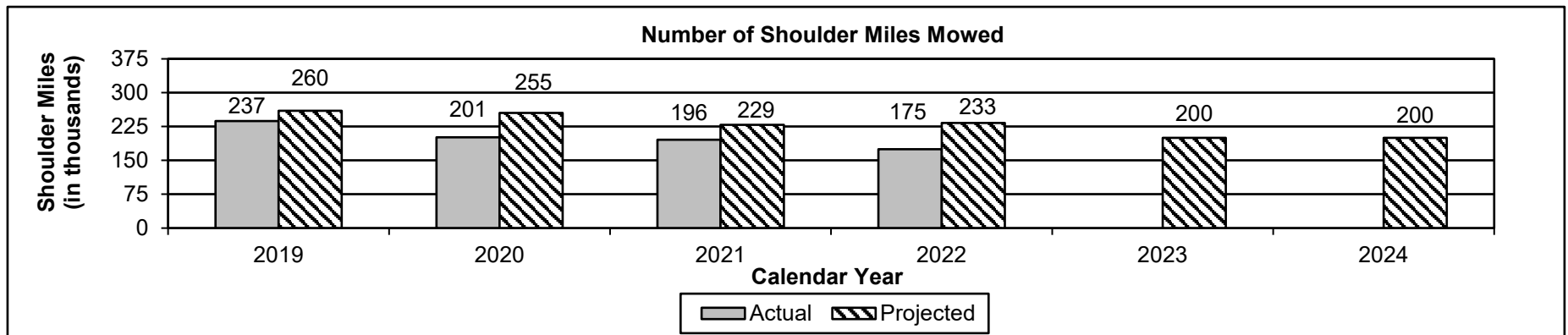
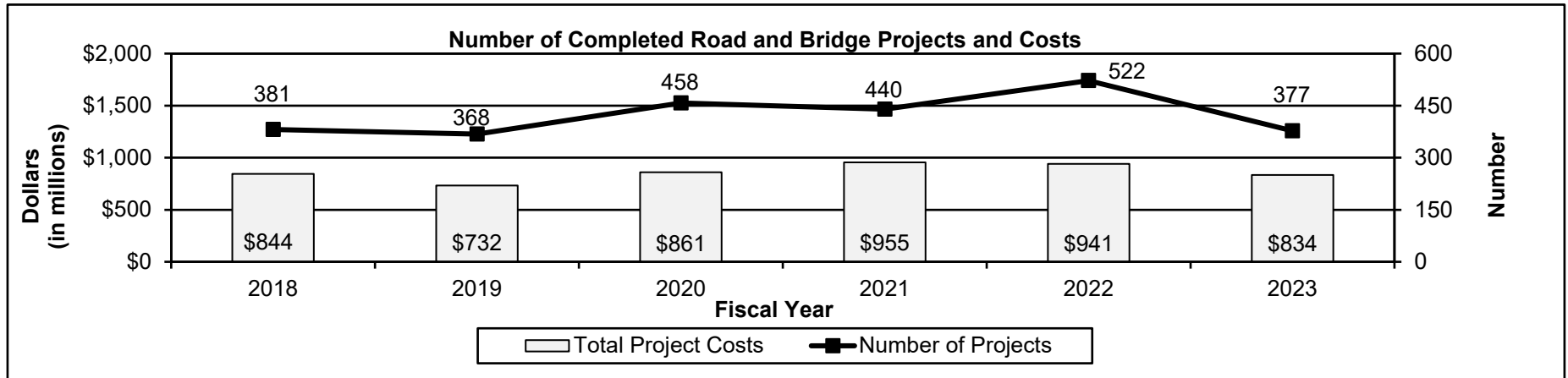
Department of Transportation

Budget Unit: Multiple

Division: Department Wide

DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

The department mows two 15 foot wide passes off the shoulder on the final mow of the season in odd numbered years, rather than one 15 foot wide pass in even numbered years. The 2023 and 2024 projections are the estimated amount of total shoulder miles to mow if all routes are mowed three times in a calendar year.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation

Budget Unit: Multiple

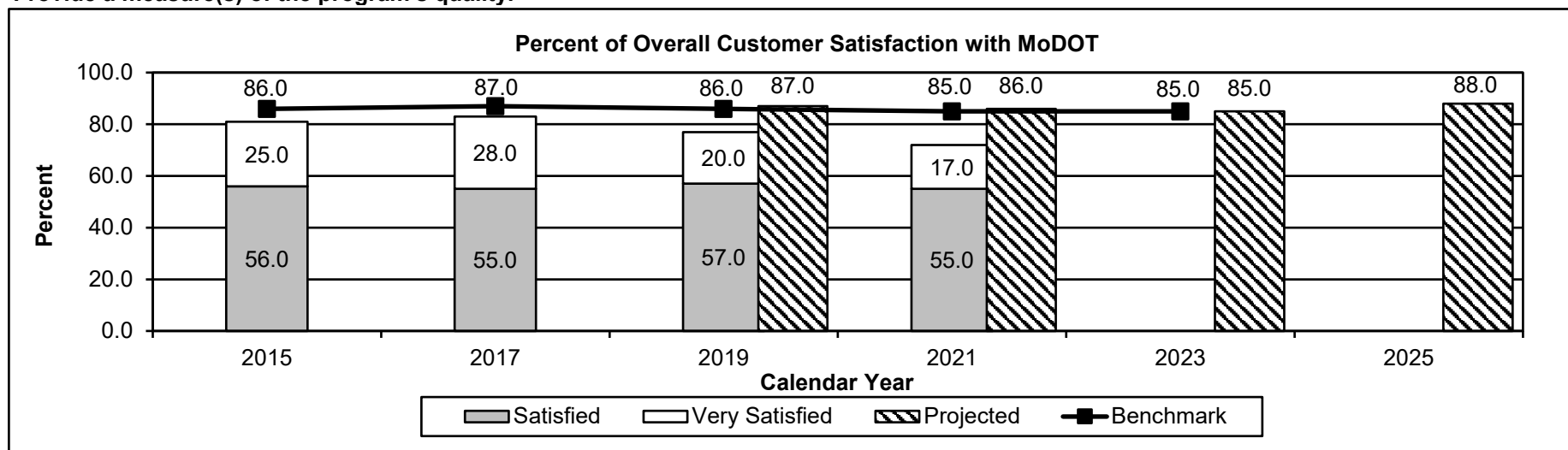
Division: Department Wide

DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

6b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

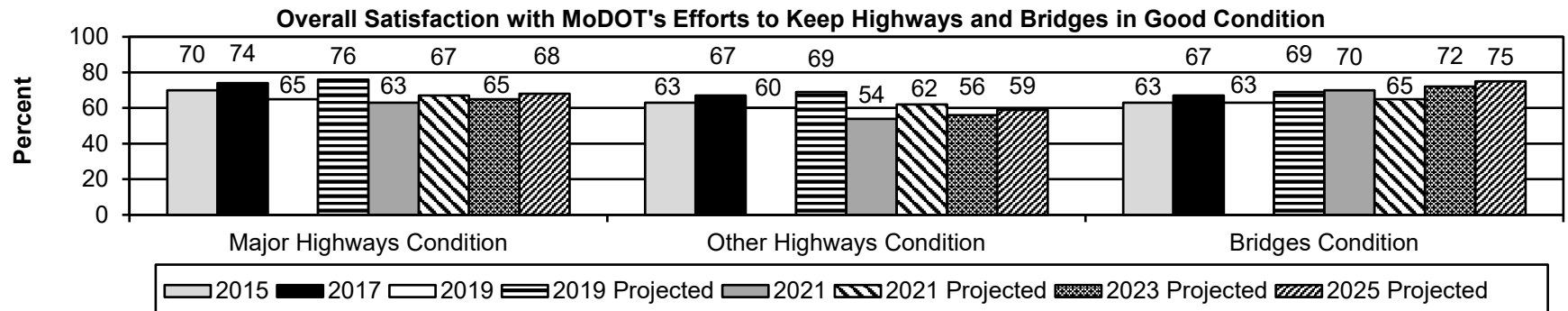
Department of Transportation

Budget Unit: Multiple

Division: Department Wide

DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MoDOT's efforts to keep the surface of major highways in good condition (smooth and free of potholes); keep the surface of other state highways in good condition (smooth and free of potholes); and keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

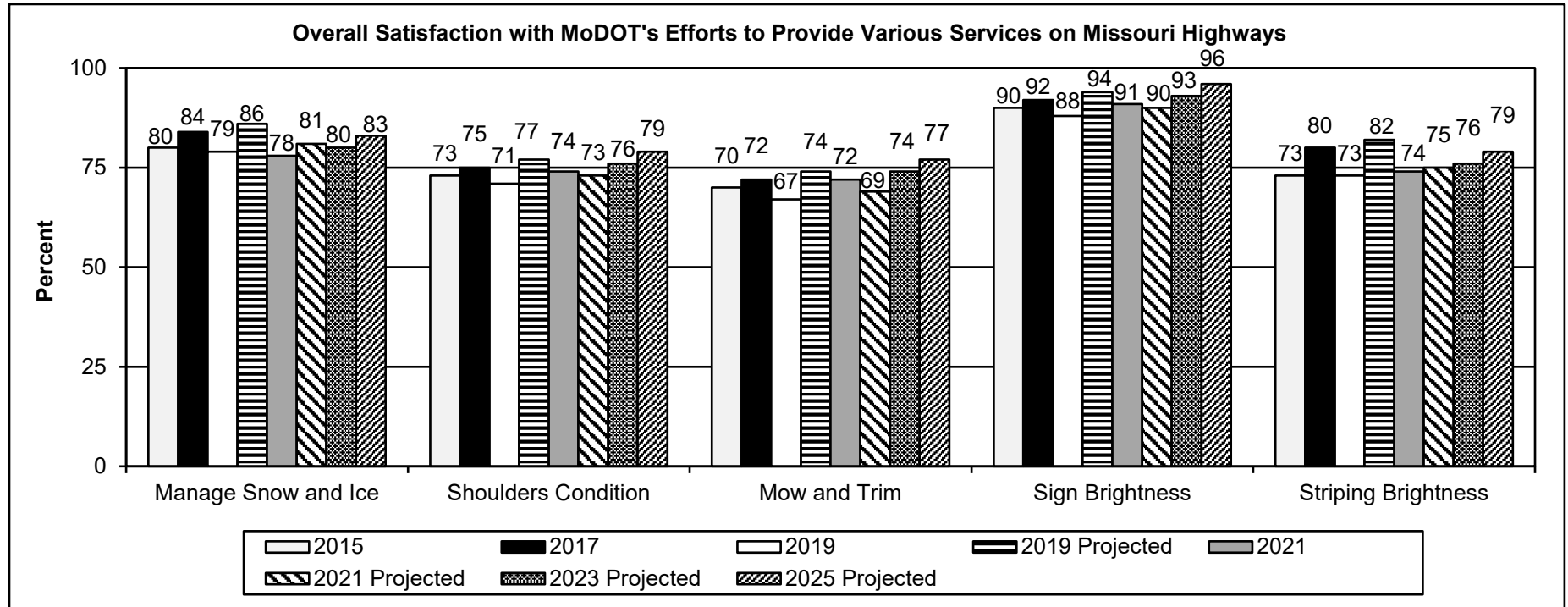
Department of Transportation

Budget Unit: Multiple

Division: Department Wide

DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MoDOT's efforts to manage snow and ice on highways; MoDOT's efforts to keep the shoulders on highways in good condition; MoDOT's efforts to mow and trim trees, grass and weeds along highways; the brightness of MoDOT signs; and the brightness of striping on MoDOT's highways?" Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

Department of Transportation

Budget Unit: Multiple

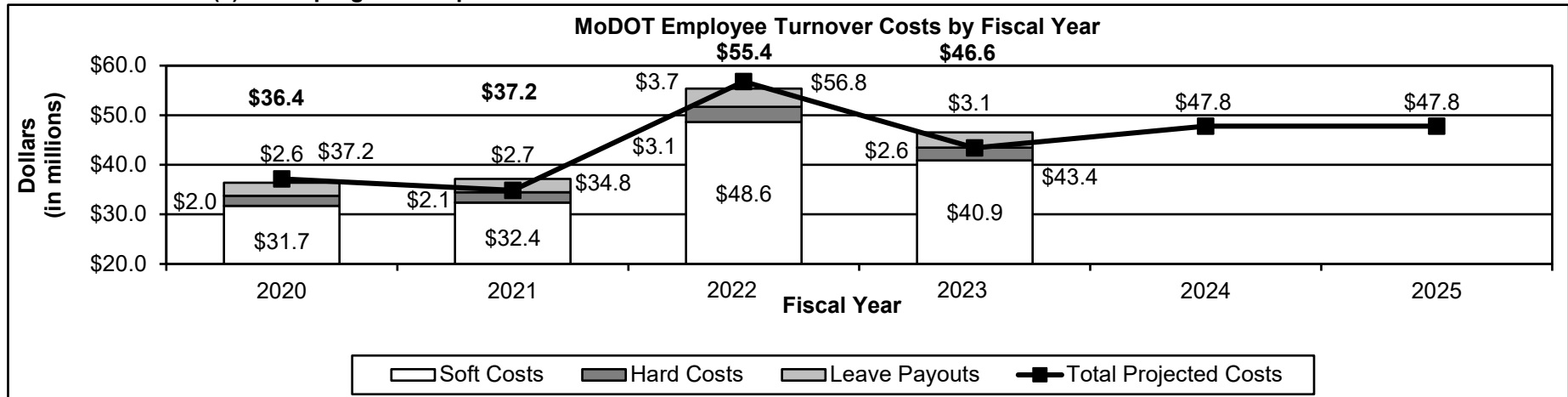
Division: Department Wide

DI Name: State Road Fund Increases

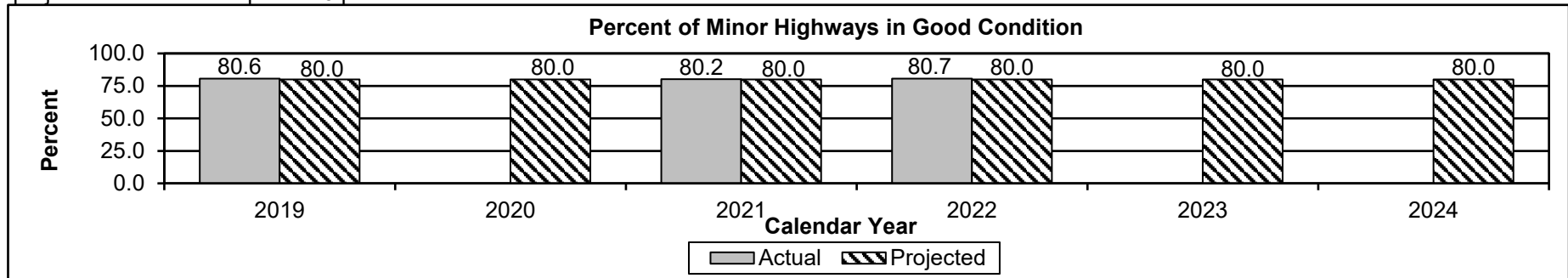
DI# 1605099

HB Section: Multiple

6c. Provide a measure(s) of the program's impact.



The turnover costs calculation tool used in the formulation of this chart was adopted from the Society for Human Resources Management. Hard costs are direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing and physicals). Soft costs are lost productivity tied to the departing employees, vacant positions and selection and training efforts for each new employee. The fiscal year 2024 and 2025 projections are based upon a 10 percent reduction in the rate of turnover.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

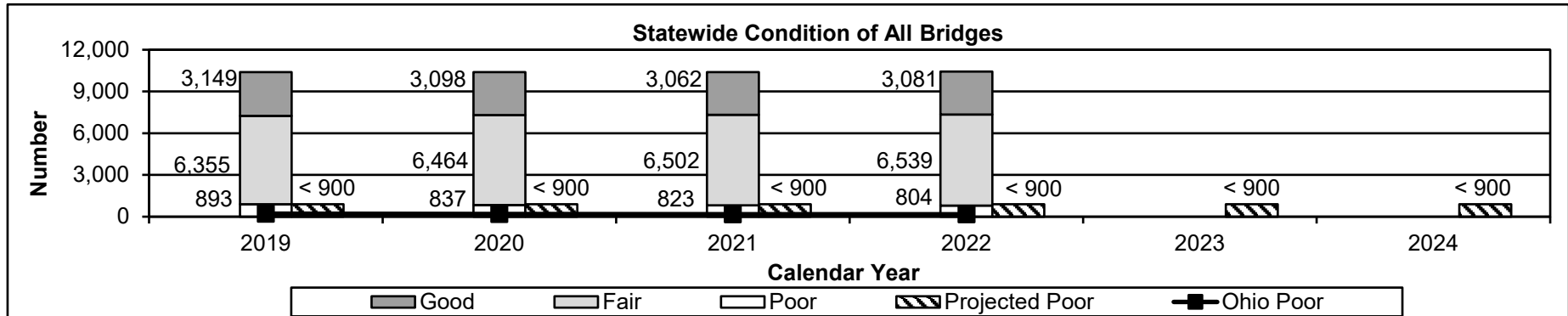
Department of Transportation

Budget Unit: Multiple

Division: Department Wide

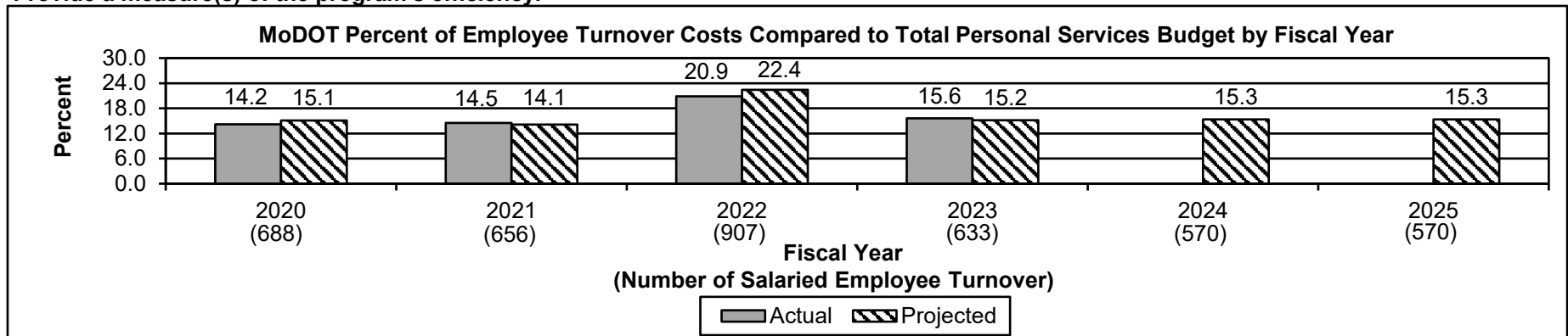
DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

6d. Provide a measure(s) of the program's efficiency.



This chart shows the percentage of turnover costs compared to the total personal services budget by fiscal year. For fiscal year 2023, this was \$46.6 million in turnover costs of the \$297.5 million in personal services budget, or 15.6 percent. The projections are based upon a 10 percent reduction in the rate of turnover.

COMMISSION APPROVED INCREASES

RANK: _____ OF _____

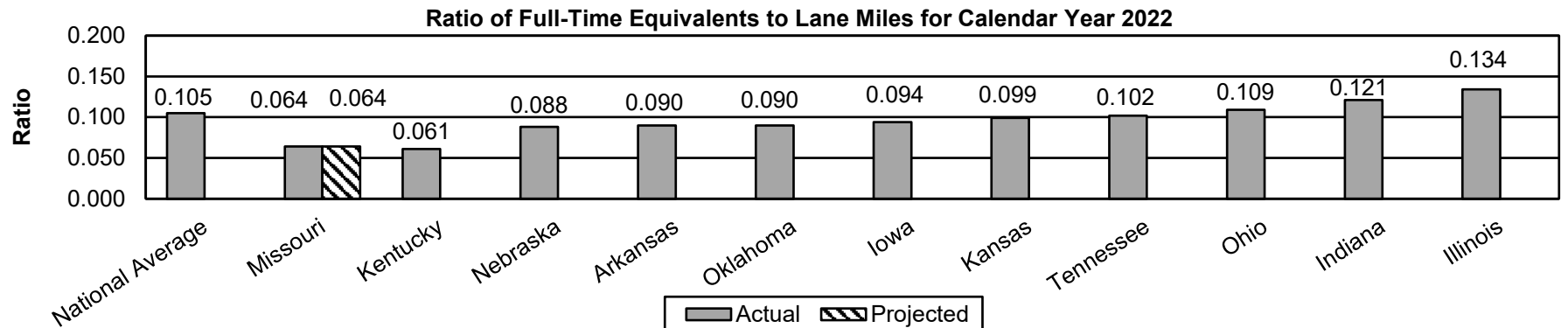
Department of Transportation

Budget Unit: Multiple

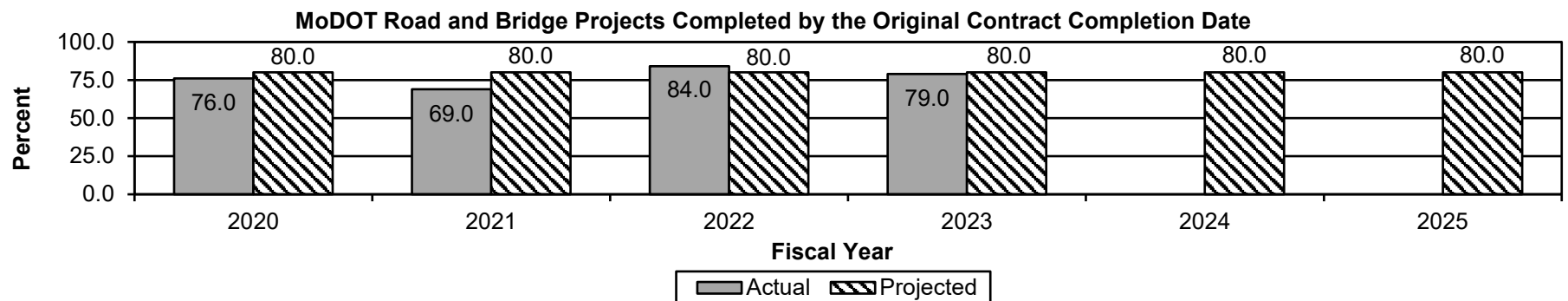
Division: Department Wide

DI Name: State Road Fund Increases

DI# 1605099

HB Section: Multiple

Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.



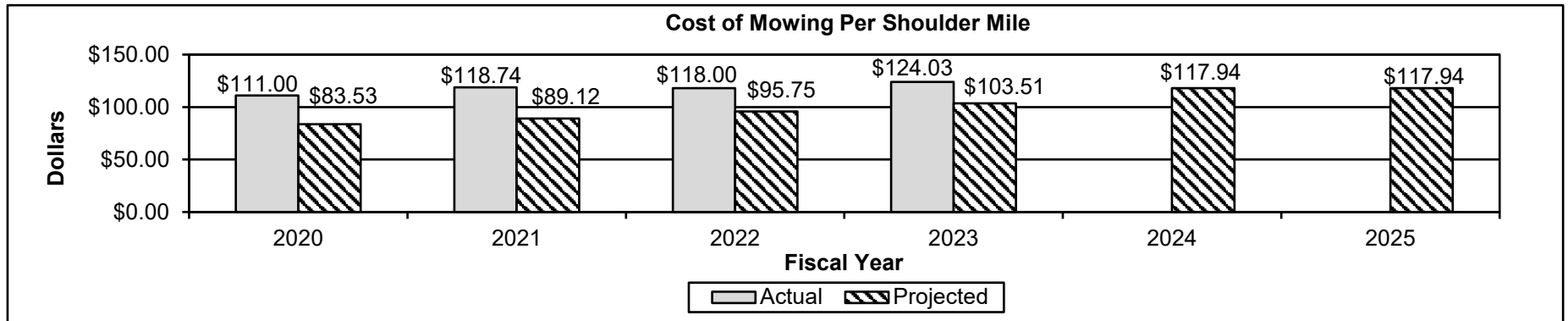
MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.

COMMISSION APPROVED INCREASES

RANK: _____ **OF** _____

Department of Transportation
Division: Department Wide
DI Name: State Road Fund Increases **DI# 1605099**

Budget Unit: Multiple
HB Section: Multiple



The 2024 and 2025 projections are established by averaging the cost of mowing per shoulder mile for the last four fiscal years.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Invest in Missouri's transportation infrastructure to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ADMINISTRATION								
State Road Fund Increases - 1605099								
SR ADMINISTRATIVE TECHNICIAN	0	0.00	0	0.00	53,749	1.00	0	0.00
SENIOR OFFICE ASSISTANT	0	0.00	0	0.00	1,570	0.00	0	0.00
EXECUTIVE ASSISTANT	0	0.00	0	0.00	7,123	0.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	0	0.00	0	0.00	25,447	0.00	0	0.00
SENIOR RISK MANAGEMENT TECHNIC	0	0.00	0	0.00	2,887	0.00	0	0.00
SR EXECUTIVE ASST TO THE DIREC	0	0.00	0	0.00	7,562	0.00	0	0.00
SENIOR EXECUTIVE ASSISTANT	0	0.00	0	0.00	5,615	0.00	0	0.00
TR COMMUNICATION SPECIALIST	0	0.00	0	0.00	73,858	1.00	0	0.00
INVESTIGATION MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
FINANCIAL SERVICES ADMINISTRAT	0	0.00	0	0.00	9,647	0.00	0	0.00
COMMUNITY LIAISON	0	0.00	0	0.00	1,134	0.00	0	0.00
INTER BENEFITS SPECIALIST	0	0.00	0	0.00	5,677	0.00	0	0.00
SENIOR PARALEGAL	0	0.00	0	0.00	5,272	0.00	0	0.00
TRANSPORTATION PLANNING SPECIA	0	0.00	0	0.00	1,282	0.00	0	0.00
INTERMEDIATE PARALEGAL	0	0.00	0	0.00	5,677	0.00	0	0.00
LEGAL OFFICE MANAGER	0	0.00	0	0.00	2,269	0.00	0	0.00
BUSINESS SYST SUPPORT MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
SR ADMIN PROFESSIONAL-TPT	0	0.00	0	0.00	603	0.00	0	0.00
EMPLOYEE BENEFITS MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
FINANCIAL SERVICES COORDINATOR	0	0.00	0	0.00	1,366	0.00	0	0.00
SAFETY AND CLAIMS MANAGER	0	0.00	0	0.00	4,272	0.00	0	0.00
SR DIVERSITY & INCLUSION SPEC	0	0.00	0	0.00	8,695	0.00	0	0.00
ASSISTANT COUNSEL	0	0.00	0	0.00	4,171	0.00	0	0.00
SENIOR ASSOCIATE COUNSEL	0	0.00	0	0.00	4,823	0.00	0	0.00
ASSOCIATE COUNSEL	0	0.00	0	0.00	1,436	0.00	0	0.00
AUDIT MANAGER	0	0.00	0	0.00	6,836	0.00	0	0.00
COMMUNICATIONS MANAGER	0	0.00	0	0.00	35,886	0.00	0	0.00
INT COMMUNICATIONS SPECIALIST	0	0.00	0	0.00	5,677	0.00	0	0.00
EQUAL OPP & DIVERSITY MGR	0	0.00	0	0.00	2,563	0.00	0	0.00
SR COMMUNICATIONS SPECIALIST	0	0.00	0	0.00	144,114	1.00	0	0.00
INTERM FINANCIAL SERV SPECIALI	0	0.00	0	0.00	12,205	0.00	0	0.00
SENIOR AUDITOR	0	0.00	0	0.00	94,372	1.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
ADMINISTRATION								
State Road Fund Increases - 1605099								
FINANCIAL SERVICES SPECIALIST	0	0.00	0	0.00	788	0.00	0	0.00
COMPENSATION MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
SUPPORT SERVICES MANAGER	0	0.00	0	0.00	28,197	0.00	0	0.00
SR RISK MGMT SPECIALIST	0	0.00	0	0.00	1,134	0.00	0	0.00
FINANCIAL SERVICES MANAGER	0	0.00	0	0.00	170,437	2.00	0	0.00
SR FINANCIAL SERVICES SPECIALI	0	0.00	0	0.00	218,542	2.00	0	0.00
INTERMEDIATE AUDITOR	0	0.00	0	0.00	1,815	0.00	0	0.00
AUDITOR	0	0.00	0	0.00	788	0.00	0	0.00
HUMAN RESOURCES SPECIALIST	0	0.00	0	0.00	10,512	0.00	0	0.00
SR HR SPECIALIST	0	0.00	0	0.00	205,445	2.00	0	0.00
HUMAN RESOURCES ADMINISRATOR	0	0.00	0	0.00	110,196	1.00	0	0.00
HUMAN RESOURCES MANAGER	0	0.00	0	0.00	25,633	0.00	0	0.00
ASST FINANCIAL SERVCS DIRECTOR	0	0.00	0	0.00	120,865	1.00	0	0.00
ADMIN PROFESSIONAL - TPT	0	0.00	0	0.00	5,387	0.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	0	0.00	0	0.00	1,248	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	1,447,027	12.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$1,447,027	12.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$1,447,027	12.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
FRINGE BENEFITS								
State Road Fund Increases - 1605099								
BENEFITS	0	0.00	0	0.00	19,527,509	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	19,527,509	0.00	0	0.00
MISCELLANEOUS EXPENSES	0	0.00	0	0.00	2,201,395	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	2,201,395	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,728,904	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$21,728,904	0.00		0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
SR TRAFFIC SYSTEMS OPERATOR	0	0.00	0	0.00	483	0.00	0	0.00
INCIDENT MANAGEMENT COORDINATR	0	0.00	0	0.00	4,537	0.00	0	0.00
ADMINISTRATIVE TECHNICIAN	0	0.00	0	0.00	3,341	0.00	0	0.00
SR ADMINISTRATIVE TECHNICIAN	0	0.00	0	0.00	5,635	0.00	0	0.00
SENIOR OFFICE ASSISTANT	0	0.00	0	0.00	9,999	0.00	0	0.00
EXECUTIVE ASSISTANT	0	0.00	0	0.00	11,811	0.00	0	0.00
SENIOR PLANNING TECHNICIAN	0	0.00	0	0.00	5,055	0.00	0	0.00
SUPPLY OFFICE ASSISTANT	0	0.00	0	0.00	1,051	0.00	0	0.00
SENIOR RIGHT OF WAY TECHNICIAN	0	0.00	0	0.00	2,261	0.00	0	0.00
MATERIALS TESTING SUPERVISOR	0	0.00	0	0.00	6,471	0.00	0	0.00
MATERIALS TESTING SPECIALIST	0	0.00	0	0.00	5,677	0.00	0	0.00
TRAFFIC SYSTEMS SUPERVISOR	0	0.00	0	0.00	788	0.00	0	0.00
DIV ADMIN SUPPORT SUPERVISOR	0	0.00	0	0.00	1,577	0.00	0	0.00
MOTORIST ASSISTANCE OPER SUPER	0	0.00	0	0.00	3,406	0.00	0	0.00
CORE DRILL OPERATOR	0	0.00	0	0.00	2,054	0.00	0	0.00
CORE DRILL SUPERINTENDENT	0	0.00	0	0.00	2,268	0.00	0	0.00
MOTORIST ASSISTANCE OPERATOR	0	0.00	0	0.00	58,541	0.00	0	0.00
MOTOR ASSISTANCE SHIFT SUPV	0	0.00	0	0.00	10,725	0.00	0	0.00
SR ENGINEERING TECH-TPT/SSPD	0	0.00	0	0.00	988	0.00	0	0.00
SENIOR MATERIALS TECHNICIAN	0	0.00	0	0.00	20,149	0.00	0	0.00
SR CONSTRUCTION TECHNICIAN	0	0.00	0	0.00	625,764	10.00	0	0.00
INTERMEDIATE DESIGN TECHNICN	0	0.00	0	0.00	868	0.00	0	0.00
INTER CONSTRUCTION TECH	0	0.00	0	0.00	4,512	0.00	0	0.00
SENIOR DESIGN TECHNICIAN	0	0.00	0	0.00	21,464	0.00	0	0.00
INTER MATERIALS TECH	0	0.00	0	0.00	4,133	0.00	0	0.00
SENIOR SURVEY TECHNICIAN	0	0.00	0	0.00	19,206	0.00	0	0.00
LAND SURVEYOR IN TRAINING	0	0.00	0	0.00	12,983	0.00	0	0.00
LAND SURVEY COORDINATOR	0	0.00	0	0.00	2,563	0.00	0	0.00
DISTRICT LAND SURVEY MANAGER	0	0.00	0	0.00	21,361	0.00	0	0.00
SENIOR FIELD ACQUISITION TECHN	0	0.00	0	0.00	12,235	0.00	0	0.00
INTER FLD ACQUISITION TECH	0	0.00	0	0.00	4,172	0.00	0	0.00
LEAD FIELD ACQUISITION TECH	0	0.00	0	0.00	5,678	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
LAND SURVEY SUPERVISOR	0	0.00	0	0.00	16,668	0.00	0	0.00
LAND SURVEYOR	0	0.00	0	0.00	19,301	0.00	0	0.00
STRUCTURAL ANALYST	0	0.00	0	0.00	12,370	0.00	0	0.00
CONSTRUCTION CONTRACT ADMINIST	0	0.00	0	0.00	788	0.00	0	0.00
DIST FINAL PLANS & REP PROC	0	0.00	0	0.00	16,494	0.00	0	0.00
FINAL PLANS REVIEWER	0	0.00	0	0.00	2,526	0.00	0	0.00
SR STRUCTURAL TECHNICIAN-TPT	0	0.00	0	0.00	1,654	0.00	0	0.00
SR ADMINSTRATIVE TECHN-TPT	0	0.00	0	0.00	1,310	0.00	0	0.00
STRUCTURAL SPECIALIST	0	0.00	0	0.00	12,983	0.00	0	0.00
DISTRICT UTILITIES MANAGER	0	0.00	0	0.00	5,126	0.00	0	0.00
SR FABRICATION TECHNICIAN	0	0.00	0	0.00	5,325	0.00	0	0.00
INTER STRUCTURAL TECHNICIAN	0	0.00	0	0.00	1,630	0.00	0	0.00
BRIDGE INVENTORY ANALYST	0	0.00	0	0.00	10,463	0.00	0	0.00
MARKET ANALYSIS COORDINATOR	0	0.00	0	0.00	2,563	0.00	0	0.00
SR ENVIRONMENTAL SPECIAL-TPT	0	0.00	0	0.00	1,820	0.00	0	0.00
SR CIVIL RIGHTS SPECIALIST	0	0.00	0	0.00	94,306	1.00	0	0.00
SR ENVIRNMENTAL SPECIALIST	0	0.00	0	0.00	10,652	0.00	0	0.00
SENIOR GIS SPECIALIST	0	0.00	0	0.00	17,819	0.00	0	0.00
SR HISTORIC PRESERVATION SPECI	0	0.00	0	0.00	99,786	1.00	0	0.00
SENIOR PARALEGAL	0	0.00	0	0.00	12,494	0.00	0	0.00
TRANSPORTATION PLANNING SPECIA	0	0.00	0	0.00	21,407	0.00	0	0.00
SENIOR CHEMIST	0	0.00	0	0.00	16,016	0.00	0	0.00
CONSTR MANGMNT SYSTEMS ADMINIS	0	0.00	0	0.00	6,699	0.00	0	0.00
TRANSP MGT SYS ADMINISTRATOR	0	0.00	0	0.00	131,530	1.00	0	0.00
DATA REPORT ANALYST	0	0.00	0	0.00	788	0.00	0	0.00
SR ADMIN PROFESSIONAL-TPT	0	0.00	0	0.00	603	0.00	0	0.00
DESIGN MGT SYSTEMS ADMINISTRAT	0	0.00	0	0.00	6,699	0.00	0	0.00
EXTERNAL CIVIL RIGHTS MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
SR HISTORIC PRESERV SPEC-NSS	0	0.00	0	0.00	11,359	0.00	0	0.00
SR ENVIRNMENTAL SPEC-SS	0	0.00	0	0.00	30,701	0.00	0	0.00
POLICY/INNOVATION PROGRAM MGR.	0	0.00	0	0.00	105,372	1.00	0	0.00
ASSISTANT COUNSEL	0	0.00	0	0.00	2,890	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
ASSOCIATE COUNSEL	0	0.00	0	0.00	1,436	0.00	0	0.00
SR TRANSPORTATION PLANNER	0	0.00	0	0.00	13,611	0.00	0	0.00
TRANSP PLANNING COORDINATOR	0	0.00	0	0.00	7,690	0.00	0	0.00
PLANNING AND PROGRAMMING COORD	0	0.00	0	0.00	7,203	0.00	0	0.00
GIS SPECIALIST	0	0.00	0	0.00	5,256	0.00	0	0.00
ENVIRONMENTAL CHEMIST	0	0.00	0	0.00	31,188	0.00	0	0.00
TRANS SYSTEM ANALYSIS COORD	0	0.00	0	0.00	3,602	0.00	0	0.00
INTER R/W SPECIALIST	0	0.00	0	0.00	5,677	0.00	0	0.00
PROFESSIONAL SERVICES COORD	0	0.00	0	0.00	2,563	0.00	0	0.00
SENIOR ROW SPECIALIST-TPT	0	0.00	0	0.00	1,238	0.00	0	0.00
ENVIRONMENTAL COMPLNC MANAGER	0	0.00	0	0.00	5,126	0.00	0	0.00
SR INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	14,454	0.00	0	0.00
SR R/W SPECIALIST	0	0.00	0	0.00	48,296	0.00	0	0.00
RIGHT OF WAY SPECIALIST	0	0.00	0	0.00	5,256	0.00	0	0.00
CHEMICAL LABORATORY DIRECTOR	0	0.00	0	0.00	7,503	0.00	0	0.00
ASST RIGHT OF WAY MNGR-CERTIFI	0	0.00	0	0.00	2,563	0.00	0	0.00
ASSISTANT RIGHT OF WAY MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
RIGHT OF WAY MANAGER	0	0.00	0	0.00	33,228	0.00	0	0.00
RIGHT OF WAY LIAISON	0	0.00	0	0.00	10,719	0.00	0	0.00
CERTIFIED APPRAISER	0	0.00	0	0.00	28,034	0.00	0	0.00
CONTRACT MONITORING SPECIALIST	0	0.00	0	0.00	7,562	0.00	0	0.00
DESIGN LIAISON ENGINEER	0	0.00	0	0.00	9,331	0.00	0	0.00
SPRVING BRIDGE INSPECTION EN	0	0.00	0	0.00	3,602	0.00	0	0.00
ESTIMATE AND REVIEW ENGINEER	0	0.00	0	0.00	2,871	0.00	0	0.00
SR RESEARCH ANALYST	0	0.00	0	0.00	6,906	0.00	0	0.00
PAVEMENT SPECIALIST	0	0.00	0	0.00	3,947	0.00	0	0.00
TRAFFIC CENTER MANAGER	0	0.00	0	0.00	7,203	0.00	0	0.00
DESIGN SUPPORT ENGINEER	0	0.00	0	0.00	2,871	0.00	0	0.00
TRAFFIC MNGMNT & OPERATION ENG	0	0.00	0	0.00	2,685	0.00	0	0.00
INTERMED GEOTECHNICAL SPECIA	0	0.00	0	0.00	2,131	0.00	0	0.00
CONST & MATERIALS LIAISON ENGR	0	0.00	0	0.00	11,689	0.00	0	0.00
STRCTURAL PRELIM & REVIEW ENGR	0	0.00	0	0.00	3,602	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
SENIOR PROJECT REVIEWER	0	0.00	0	0.00	1,759	0.00	0	0.00
INTERMEDIATE PROJECT REVIEWER	0	0.00	0	0.00	6,394	0.00	0	0.00
PROJECT REVIEWER	0	0.00	0	0.00	1,973	0.00	0	0.00
SENIOR ESTIMATOR	0	0.00	0	0.00	7,536	0.00	0	0.00
STANDARDS SPECIALIST	0	0.00	0	0.00	6,220	0.00	0	0.00
POLICY & INNOVATIONS ENGINEER	0	0.00	0	0.00	3,602	0.00	0	0.00
SR STRUCTURAL ENGINEER	0	0.00	0	0.00	30,939	0.00	0	0.00
AST DISTRICT CONSTR & MATER EN	0	0.00	0	0.00	11,485	0.00	0	0.00
DISTRICT CONST & MATERIALS ENG	0	0.00	0	0.00	32,414	0.00	0	0.00
ASSISTANT TO THE RESIDENT ENGI	0	0.00	0	0.00	500,561	5.00	0	0.00
COMPUTER AIDED DRFT SUPPRT ENG	0	0.00	0	0.00	2,871	0.00	0	0.00
SR ENGNRING PROFESS-TPT/SSPD	0	0.00	0	0.00	7,987	0.00	0	0.00
SR ENGINEERING PROFESSNL-TPT	0	0.00	0	0.00	6,926	0.00	0	0.00
INT ENGINEERING PROFESSNL-TPT	0	0.00	0	0.00	2,226	0.00	0	0.00
ENGINEERING PROFESSIONAL-TPT	0	0.00	0	0.00	3,463	0.00	0	0.00
RESEARCH ADMIN ENGINEER	0	0.00	0	0.00	3,602	0.00	0	0.00
BRIDGE RATING & INVENT ENGR	0	0.00	0	0.00	3,216	0.00	0	0.00
STRUCTURAL HYDRAULICS ENGINEER	0	0.00	0	0.00	3,602	0.00	0	0.00
TRANSPORTATION PROJECT MGR	0	0.00	0	0.00	587,336	4.00	0	0.00
PAVEMENT ENGINEER	0	0.00	0	0.00	2,685	0.00	0	0.00
DISTRICT DESIGN ENGINEER	0	0.00	0	0.00	27,612	0.00	0	0.00
ROADSIDE DESIGN SPECIALIST	0	0.00	0	0.00	2,486	0.00	0	0.00
GEOLOGIST	0	0.00	0	0.00	33,373	0.00	0	0.00
DISTRICT PLANNING MANAGER	0	0.00	0	0.00	25,724	0.00	0	0.00
STRUCTURAL RESOURCE MANAGER	0	0.00	0	0.00	3,602	0.00	0	0.00
STRUCTURAL PROJECT MANAGER	0	0.00	0	0.00	118,263	1.00	0	0.00
CADD SERVICES ENGINEER	0	0.00	0	0.00	3,602	0.00	0	0.00
SENIOR MATERIALS SPECIALIST	0	0.00	0	0.00	7,747	0.00	0	0.00
INTER CONST INSPECTOR	0	0.00	0	0.00	90,882	0.00	0	0.00
INTER HIGHWAY DESIGNER	0	0.00	0	0.00	40,836	0.00	0	0.00
INTER STRUCTURAL DESIGNER	0	0.00	0	0.00	2,131	0.00	0	0.00
CADD SUPPORT ANALYST	0	0.00	0	0.00	8,467	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
OFF-SYSTEM PLANS REVIEWER	0	0.00	0	0.00	6,176	0.00	0	0.00
TRAFFIC OPERATIONS ENGINEER	0	0.00	0	0.00	2,871	0.00	0	0.00
ASST PHYSICAL LAB DIRECTOR	0	0.00	0	0.00	89,868	1.00	0	0.00
COMPUTER LIAISON, DESIGN	0	0.00	0	0.00	2,302	0.00	0	0.00
CONSTRUCTION INSPECTOR	0	0.00	0	0.00	119,979	0.00	0	0.00
STRUCTURAL LIAISON ENGINEER	0	0.00	0	0.00	18,078	0.00	0	0.00
TRANSP PROJECT DESIGNER	0	0.00	0	0.00	770,075	7.00	0	0.00
SENIOR TRAFFIC STUDIES SPECIAL	0	0.00	0	0.00	9,208	0.00	0	0.00
DISTRICT UTILITIES ENGINEER	0	0.00	0	0.00	381,700	4.00	0	0.00
BID & CONTRACT SERVICE ENGR	0	0.00	0	0.00	3,602	0.00	0	0.00
FIELD MATERIALS ENGR	0	0.00	0	0.00	8,241	0.00	0	0.00
INTER MATERIALS INSPECTOR	0	0.00	0	0.00	29,839	0.00	0	0.00
SENIOR MATERIALS INSPECTOR	0	0.00	0	0.00	71,074	0.00	0	0.00
SR GEOTECHNICAL SPECIALIST	0	0.00	0	0.00	3,874	0.00	0	0.00
HIGHWAY DESIGNER	0	0.00	0	0.00	46,369	0.00	0	0.00
MATERIALS SPECIALIST	0	0.00	0	0.00	2,302	0.00	0	0.00
MATERIALS INSPECTOR	0	0.00	0	0.00	21,377	0.00	0	0.00
PHYSICAL LABORATORY DIRECTOR	0	0.00	0	0.00	6,003	0.00	0	0.00
RESIDENT ENGINEER	0	0.00	0	0.00	167,210	0.00	0	0.00
SR CONSTRUCTION INSPECTOR	0	0.00	0	0.00	1,409,435	14.00	0	0.00
SENIOR HIGHWAY DESIGNER	0	0.00	0	0.00	777,754	7.00	0	0.00
BRIDGE LOC & LAYOUT DESIGNER	0	0.00	0	0.00	178,087	2.00	0	0.00
SR STRUCTURAL DESIGNER	0	0.00	0	0.00	20,832	0.00	0	0.00
GEOTECHNICAL ENGINEER	0	0.00	0	0.00	5,556	0.00	0	0.00
GEOTECHNICAL DIRECTOR	0	0.00	0	0.00	3,602	0.00	0	0.00
GEOTECHNICAL SPECIALIST	0	0.00	0	0.00	3,947	0.00	0	0.00
STRUCT DEV & SUPPORT ENGR	0	0.00	0	0.00	3,602	0.00	0	0.00
STRUCTURAL DESIGNER	0	0.00	0	0.00	23,350	0.00	0	0.00
TRAFFIC STUDIES SPECIALIST	0	0.00	0	0.00	1,973	0.00	0	0.00
FABRICATION OPERATIONS ENGR	0	0.00	0	0.00	3,602	0.00	0	0.00
BRIDGE MANAGEMENT ENGINEER	0	0.00	0	0.00	8,404	0.00	0	0.00
ORGANIZATIONAL PERFORMANCE SPE	0	0.00	0	0.00	4,272	0.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
PROGRAM DELIVERY								
State Road Fund Increases - 1605099								
ENVIRONMENTAL & HIST PRESV MGR	0	0.00	0	0.00	3,602	0.00	0	0.00
HISTORIC PRESERVATION MANAGER	0	0.00	0	0.00	4,785	0.00	0	0.00
DEPUTY PROJECT DIRECTOR	0	0.00	0	0.00	308,387	3.00	0	0.00
SR OFFICE ASSISTANT-TPT	0	0.00	0	0.00	1,050	0.00	0	0.00
CORE DRILL ASSISTANT - TPT	0	0.00	0	0.00	988	0.00	0	0.00
ENGINEERING PROFESSIONAL - TPT	0	0.00	0	0.00	7,998	0.00	0	0.00
ENGINEERING PROF - TPT/SSPD	0	0.00	0	0.00	7,987	0.00	0	0.00
ENGINEERING TECHNICIAN - TPT	0	0.00	0	0.00	759	0.00	0	0.00
ENGINEERING TECH - TPT/SSPD	0	0.00	0	0.00	707	0.00	0	0.00
PROJECT DIRECTOR	0	0.00	0	0.00	480,636	4.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	8,489,052	66.00	0	0.00
PROPERTY & IMPROVEMENTS	0	0.00	0	0.00	277,000,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	277,000,000	0.00	0	0.00
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	12,945,933	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	12,945,933	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$298,434,985	66.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$298,434,985	66.00		0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
State Road Fund Increases - 1605099								
INCIDENT MANAGEMENT COORDINATR	0	0.00	0	0.00	2,268	0.00	0	0.00
SR ADMINISTRATIVE TECHNICIAN	0	0.00	0	0.00	9,413	0.00	0	0.00
SENIOR OFFICE ASSISTANT	0	0.00	0	0.00	2,733	0.00	0	0.00
EXECUTIVE ASSISTANT	0	0.00	0	0.00	51,726	1.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	0	0.00	0	0.00	1,252	0.00	0	0.00
SENIOR GENERAL SERVICES TECHNI	0	0.00	0	0.00	3,433	0.00	0	0.00
SENIOR RISK MANAGEMENT TECHNIC	0	0.00	0	0.00	104,581	2.00	0	0.00
SR MOTOR CARRIER TECHNICIAN	0	0.00	0	0.00	626	0.00	0	0.00
BRIDGE MAINTENANCE SUPERINTEND	0	0.00	0	0.00	5,417	0.00	0	0.00
BR INSPECTION CREW SUPERVISOR	0	0.00	0	0.00	8,334	0.00	0	0.00
BRIDGE INSPECTION CREW LEADER	0	0.00	0	0.00	2,849	0.00	0	0.00
MAINTENANCE CREW LEADER	0	0.00	0	0.00	1,565,366	16.00	0	0.00
SENIOR MAINTENANCE TECHNICIAN	0	0.00	0	0.00	3,358	0.00	0	0.00
TRAFFIC SYSTEMS SUPERVISOR	0	0.00	0	0.00	5,993	0.00	0	0.00
SENIOR CUSTOMER SERVICE REP	0	0.00	0	0.00	11,182	0.00	0	0.00
SENIOR MAINTENANCE WORKER-TPT	0	0.00	0	0.00	4,264	0.00	0	0.00
BRIDGE MAINTENANCE CREW LEADER	0	0.00	0	0.00	13,180	0.00	0	0.00
EMERGENCY MT EQUIP OPERATOR-TPT	0	0.00	0	0.00	3,886	0.00	0	0.00
SR BRIDGE MAINTENANCE WORKER	0	0.00	0	0.00	1,003,799	19.00	0	0.00
ASST BRIDGE MAINTENANCE SUPERV	0	0.00	0	0.00	64,438	1.00	0	0.00
BRIDGE MAINTENANCE SUPERVISOR	0	0.00	0	0.00	3,742	0.00	0	0.00
SENIOR TRAFFIC TECHNICIAN-NSS	0	0.00	0	0.00	730	0.00	0	0.00
SR MOTOR CARRIER AGENT	0	0.00	0	0.00	25,307	0.00	0	0.00
INTERMEDIATE MAINTENANCE WRKR	0	0.00	0	0.00	19,700	0.00	0	0.00
MAINT SUPERINTENDENT	0	0.00	0	0.00	129,163	0.00	0	0.00
MAINTENANCE WORKER	0	0.00	0	0.00	29,559	0.00	0	0.00
SENIOR MAINTENANCE WORKER	0	0.00	0	0.00	9,645,672	178.00	0	0.00
MAINTENANCE SUPERVISOR	0	0.00	0	0.00	329,013	0.00	0	0.00
ASST MAINTENANCE SUPERVISOR	0	0.00	0	0.00	789,319	11.00	0	0.00
MOTORIST ASSISTANCE OPERATOR	0	0.00	0	0.00	5,858	0.00	0	0.00
SENIOR TRAFFIC TECHNICIAN	0	0.00	0	0.00	22,533	0.00	0	0.00
SR ENGINEERING TECH-TPT/SS	0	0.00	0	0.00	707	0.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
State Road Fund Increases - 1605099								
SR TR SIGNAL AND LIGHTING TECH	0	0.00	0	0.00	141,918	0.00	0	0.00
TRAFFIC SUPERVISOR	0	0.00	0	0.00	25,002	0.00	0	0.00
EQUIPMENT TECHNICIAN	0	0.00	0	0.00	1,252	0.00	0	0.00
INTERMEDIATE EQUIPMENT TECH	0	0.00	0	0.00	10,236	0.00	0	0.00
SENIOR EQUIPMENT TECHNICIAN	0	0.00	0	0.00	1,792,001	24.00	0	0.00
EQUIPMENT TECHNICIAN SUPERVISO	0	0.00	0	0.00	45,299	0.00	0	0.00
INT TR SIGNAL AND LIGHTING TEC	0	0.00	0	0.00	11,039	0.00	0	0.00
TR SIGNAL&LIGHTING TECH - TPT	0	0.00	0	0.00	2,735	0.00	0	0.00
EQUIPMENT TECHNICIAN - TPT	0	0.00	0	0.00	2,350	0.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	0	0.00	0	0.00	707	0.00	0	0.00
MCS SYSTEM & TRAINING ANALYST	0	0.00	0	0.00	5,256	0.00	0	0.00
SENIOR TRAFFIC SPECIALIST	0	0.00	0	0.00	38,091	0.00	0	0.00
MOTOR CARRIER COMPLIANCE SUPV	0	0.00	0	0.00	5,109	0.00	0	0.00
TRAFFIC SPECIALIST	0	0.00	0	0.00	6,833	0.00	0	0.00
TRAFFIC OPERATIONS SUPERVISOR	0	0.00	0	0.00	4,537	0.00	0	0.00
SR EMPLOYEE DEVELOPMENT SPECIA	0	0.00	0	0.00	73,858	1.00	0	0.00
MC INVESTIGATIONS ADMINISTRATR	0	0.00	0	0.00	9,604	0.00	0	0.00
TRANSPORTATION PROGRAM MANAGEI	0	0.00	0	0.00	5,126	0.00	0	0.00
TRANSP ENFRMNT INVESTIGATOR	0	0.00	0	0.00	5,256	0.00	0	0.00
SR TRNS ENFRCEMNT INVESTIGATOR	0	0.00	0	0.00	29,690	0.00	0	0.00
TRANS ENFORCEMENT INVESTI SUPV	0	0.00	0	0.00	15,189	0.00	0	0.00
MC INVESTIGATIONS SPEC	0	0.00	0	0.00	7,594	0.00	0	0.00
HWY SAFETY PROG ADMINISTRATOR	0	0.00	0	0.00	3,216	0.00	0	0.00
DISTRICT SFTY & HLTH MGR	0	0.00	0	0.00	23,070	0.00	0	0.00
SR ADMIN PROFESSIONAL-TPT	0	0.00	0	0.00	2,475	0.00	0	0.00
SR OUTDOOR ADVERTISING PERM SP	0	0.00	0	0.00	1,703	0.00	0	0.00
MOTOR CARRIER PROJECT MANAGER	0	0.00	0	0.00	4,272	0.00	0	0.00
COMMRCIAL MTR VEHICLE PROG MGR	0	0.00	0	0.00	5,140	0.00	0	0.00
MAINT MGT SYSTEM ADMINISTRATOR	0	0.00	0	0.00	2,871	0.00	0	0.00
EMERGENCY MANAGEMT COORDINATO	0	0.00	0	0.00	3,216	0.00	0	0.00
STATE SAFETY COORDINATOR	0	0.00	0	0.00	106,981	1.00	0	0.00
OUTDOOR ADVERTISING MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
State Road Fund Increases - 1605099								
EMPLOYEE DEVELOPMENT MANAGER	0	0.00	0	0.00	82,720	1.00	0	0.00
ASSISTANT MAINTENANCE LIAISON	0	0.00	0	0.00	101,260	1.00	0	0.00
MAINTENANCE LIAISON	0	0.00	0	0.00	9,647	0.00	0	0.00
SENIOR SAFETY OFFICER	0	0.00	0	0.00	176,793	2.00	0	0.00
OUTDOOR ADVERTISING SPECIALIST	0	0.00	0	0.00	1,134	0.00	0	0.00
SR EMERGENCY MGMNT SPECIALIST	0	0.00	0	0.00	7,562	0.00	0	0.00
INTER MAINT OPERATIONS SPCLST	0	0.00	0	0.00	1,703	0.00	0	0.00
SENIOR MAINT OPERATIONS SPCLST	0	0.00	0	0.00	10,180	0.00	0	0.00
INTER SYSTEM MANAGEMENT SPECIA	0	0.00	0	0.00	8,565	0.00	0	0.00
CLAIMS ADMINISTRATION MGR	0	0.00	0	0.00	2,563	0.00	0	0.00
ROADSIDE MANAGER	0	0.00	0	0.00	8,174	0.00	0	0.00
SR RISK MGMT SPECIALIST	0	0.00	0	0.00	7,562	0.00	0	0.00
SR INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	1,134	0.00	0	0.00
SR SYSTEM MANAGEMENT SPECIALIS	0	0.00	0	0.00	18,920	0.00	0	0.00
TRAFFIC LIAISON ENGINEER	0	0.00	0	0.00	6,431	0.00	0	0.00
INTERM PAVEMENT SPECIALIST	0	0.00	0	0.00	2,131	0.00	0	0.00
SENIOR PAVEMENT SPECIALIST	0	0.00	0	0.00	13,475	0.00	0	0.00
TRAFFIC MNGMNT & OPERATION ENG	0	0.00	0	0.00	9,570	0.00	0	0.00
TRAFFIC STUDIES SPECIALIST-NSS	0	0.00	0	0.00	2,302	0.00	0	0.00
SR TRAFFIC STUDIES SPECIAL-NSS	0	0.00	0	0.00	4,604	0.00	0	0.00
TRAFFIC SAFETY ENGINEER	0	0.00	0	0.00	2,871	0.00	0	0.00
INT TRAFFIC STUDIES SPEC-NSS	0	0.00	0	0.00	2,131	0.00	0	0.00
BRIDGE INSPECTOR	0	0.00	0	0.00	6,906	0.00	0	0.00
ASST DISTRICT BRIDGE ENGINEER	0	0.00	0	0.00	9,945	0.00	0	0.00
DISTRICT MAINTENANCE ENGINEER	0	0.00	0	0.00	18,008	0.00	0	0.00
ASST DIST MAINTENANCE ENGINEER	0	0.00	0	0.00	8,613	0.00	0	0.00
ASST DIST MAINT & TRAFF ENGINE	0	0.00	0	0.00	2,871	0.00	0	0.00
DISTRICT MAINT & TRAFFIC ENGIN	0	0.00	0	0.00	9,604	0.00	0	0.00
MAINTENANCE ENGINEERING SPCLST	0	0.00	0	0.00	1,973	0.00	0	0.00
INTER MAINT ENGINEERING SPCLST	0	0.00	0	0.00	4,263	0.00	0	0.00
SENIOR MAINT ENGINEERING SPECI	0	0.00	0	0.00	4,604	0.00	0	0.00
BRIDGE INSPECTOR	0	0.00	0	0.00	4,275	0.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
SAFETY AND OPERATIONS								
State Road Fund Increases - 1605099								
INTERMEDIATE BRIDGE INSPECTOR	0	0.00	0	0.00	2,131	0.00	0	0.00
ASSISTANT TRAFFIC LIAISON ENG	0	0.00	0	0.00	92,647	1.00	0	0.00
AREA ENGINEER	0	0.00	0	0.00	88,451	0.00	0	0.00
DISTRICT TRAFFIC ENGINEER	0	0.00	0	0.00	25,211	0.00	0	0.00
DISTRICT BRIDGE ENGINEER	0	0.00	0	0.00	26,797	0.00	0	0.00
INT TR STUDIES SPECIALIST	0	0.00	0	0.00	10,827	0.00	0	0.00
TRAFFIC OPERATIONS ENGINEER	0	0.00	0	0.00	26,797	0.00	0	0.00
SENIOR TRAFFIC STUDIES SPECIAL	0	0.00	0	0.00	51,331	0.00	0	0.00
DISTRICT UTILITIES ENGINEER	0	0.00	0	0.00	2,685	0.00	0	0.00
SR CONSTRUCTION INSPECTOR	0	0.00	0	0.00	2,302	0.00	0	0.00
TRAFFIC STUDIES SPECIALIST	0	0.00	0	0.00	537,629	7.00	0	0.00
BRIDGE INSPECTION ENGINEER	0	0.00	0	0.00	7,504	0.00	0	0.00
ASST TO CSOO - SAFETY & EM MGT	0	0.00	0	0.00	131,985	1.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	0	0.00	0	0.00	655	0.00	0	0.00
EMERGENCY MT EQUIP OPERATOR-TPT	0	0.00	0	0.00	2,030	0.00	0	0.00
ENGINEERING PROFESSIONAL - TPT	0	0.00	0	0.00	1,383	0.00	0	0.00
ENGINEERING TECHNICIAN-TPT/SS	0	0.00	0	0.00	707	0.00	0	0.00
ENGINEERING TECH - TPT/SSPD	0	0.00	0	0.00	14,000	0.00	0	0.00
MAINTENANCE WORKER - TPT	0	0.00	0	0.00	8,392	0.00	0	0.00
TR SIGNAL&LIGHTING TECH - TPT	0	0.00	0	0.00	988	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	17,850,536	267.00	0	0.00
PROFESSIONAL SERVICES	0	0.00	0	0.00	10,965,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	10,965,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$28,815,536	267.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$28,815,536	267.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
FLEET,FACILITIES&INFO SYSTEMS								
State Road Fund Increases - 1605099								
SENIOR GENERAL SERVICES TECHNI	0	0.00	0	0.00	11,088	0.00	0	0.00
SENIOR SUPPLY AGENT	0	0.00	0	0.00	7,769	0.00	0	0.00
INTERMEDIATE IS TECHNICIAN	0	0.00	0	0.00	626	0.00	0	0.00
SENIOR INF SYSTEMS TECHNICIAN	0	0.00	0	0.00	2,628	0.00	0	0.00
SR FACILITY OPERATIONS CREW WO	0	0.00	0	0.00	8,083	0.00	0	0.00
FACILITY OPERATIONS SUPERVISOR	0	0.00	0	0.00	13,624	0.00	0	0.00
FACILITY OPERATIONS SPECIALIST	0	0.00	0	0.00	4,526	0.00	0	0.00
SENIOR FACILITY OPERATIONS SPE	0	0.00	0	0.00	38,613	0.00	0	0.00
EQUIP TECH SUPPORT SPECIALIST	0	0.00	0	0.00	10,652	0.00	0	0.00
SR GENERAL SERVICES SPEC	0	0.00	0	0.00	65,489	0.00	0	0.00
INT INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	5,677	0.00	0	0.00
INF SYSTEMS PROJECT MANAGER	0	0.00	0	0.00	15,443	0.00	0	0.00
INFORMATION SYSTEMS SUPERVISOR	0	0.00	0	0.00	27,609	0.00	0	0.00
GENERAL SERVICES MANAGER	0	0.00	0	0.00	19,652	0.00	0	0.00
SENIOR PROCUREMENT AGENT	0	0.00	0	0.00	40,503	0.00	0	0.00
SR ADMIN PROFRESSIONAL-TPT	0	0.00	0	0.00	603	0.00	0	0.00
INFO SYS TECHNOLOGY SPECIALIST	0	0.00	0	0.00	6,699	0.00	0	0.00
CENTRAL OFFICE GENERAL SERV MG	0	0.00	0	0.00	7,690	0.00	0	0.00
DIST INFORMATION SYSTM MANAGER	0	0.00	0	0.00	15,379	0.00	0	0.00
LEAD INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	80,809	0.00	0	0.00
INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	5,256	0.00	0	0.00
SR INFO SYSTEMS TECHNOLOGIST	0	0.00	0	0.00	89,202	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	477,620	0.00	0	0.00
PROPERTY & IMPROVEMENTS	0	0.00	0	0.00	8,750,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	8,750,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$9,227,620	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$9,227,620	0.00		0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
State Road Fund Increases - 1605099								
RAIL SAFETY SPECIALIST	0	0.00	0	0.00	5,326	0.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	0	0.00	0	0.00	407	0.00	0	0.00
RAILROAD OPERATIONS MANAGER	0	0.00	0	0.00	256	0.00	0	0.00
ADMIN OF FREIGHT & WATERWAYS	0	0.00	0	0.00	4,802	0.00	0	0.00
SR FINANCIAL SERVICES SPECIALI	0	0.00	0	0.00	106	0.00	0	0.00
ADMINISTRATOR OF RAILROADS	0	0.00	0	0.00	1,801	0.00	0	0.00
RAILROAD PROJECTS MANAGER	0	0.00	0	0.00	2,871	0.00	0	0.00
SR CONSTRUCTION INSPECTOR	0	0.00	0	0.00	2,302	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	17,871	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$17,871	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$17,871	0.00		0.00

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NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: Multiple

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	131,974	286,759	418,733
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	131,974	286,759	418,733

FTE **0.00** **0.00** **0.00** **0.00**

HB 4 0 41,802 93,164 134,966

HB 5 0 6,934 14,887 21,821

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund (0952)
 State Transportation Fund (0675)

Non-Counts:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE **0.00** **0.00** **0.00** **0.00**

HB 4 0 0 0 0

HB 5 0 0 0 0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/>	New Legislation	<input type="checkbox"/>	New Program	<input type="checkbox"/>	Fund Switch
<input type="checkbox"/>	Federal Mandate	<input type="checkbox"/>	Program Expansion	<input type="checkbox"/>	Cost to Continue
<input type="checkbox"/>	GR Pick-Up	<input type="checkbox"/>	Space Request	<input type="checkbox"/>	Equipment Replacement
<input checked="" type="checkbox"/>	Pay Plan	<input type="checkbox"/>	Other:		

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is to continue to implement the market-based compensation plan. In July 2022, the department implemented a portion of a market-based compensation plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries include modifying the salary structure to optimize it and being more competitive with the market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure. This expansion will also provide three and seven year adjustments to quartile and midpoint for employees hitting these points in their tenure since July 2022. In addition, it will provide employees a two percent increase for 10 years of time in title or salary grade, a four percent increase for 15 years of time in title or salary grade and a six percent increase for 20 years of time in title or salary grade as well as for performance.

House Bill 4 fringes for this pay plan are included in the PS totals above.

NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation		Budget Unit: Multiple
Division: Department Wide		
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005	HB Section: Multiple
The fiscal year 2025 Pay Plan-Market Plan Expansion by fund is as follows:		
Personal Services	Increase	
Highway Safety Federal Fund	\$37,345	
Multimodal Operations Federal Fund	\$52,827	
Railroad Expense Fund	\$27,331	
State Transportation Fund	\$150,498	
Aviation Trust Fund	\$15,766	
Total Personal Services	\$283,767	
Fringe Benefits	Increase	
Highway Safety Federal Fund	\$20,877	
Multimodal Operations Federal Fund	\$20,925	
Railroad Expense Fund	\$9,447	
State Transportation Fund	\$75,525	
Aviation Trust Fund	\$8,192	
Total Fringe Benefits	\$134,966	
Total Market Plan Expansion	\$418,733	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is to continue to implement the market-based compensation plan. In July 2022, the department implemented a portion of a market-based compensation plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries include modifying the salary structure to optimize it and being more competitive with the market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure. This expansion will also provide three and seven year adjustments to quartile and midpoint for employees hitting these points in their tenure since July 2022. In addition, it will provide employees a two percent increase for 10 years of time in title or salary grade, a four percent increase for 15 years of time in title or salary grade and a six percent increase for 20 years of time in title or salary grade as well as for performance.

NEW DECISION ITEM
RANK: 5 OF 23

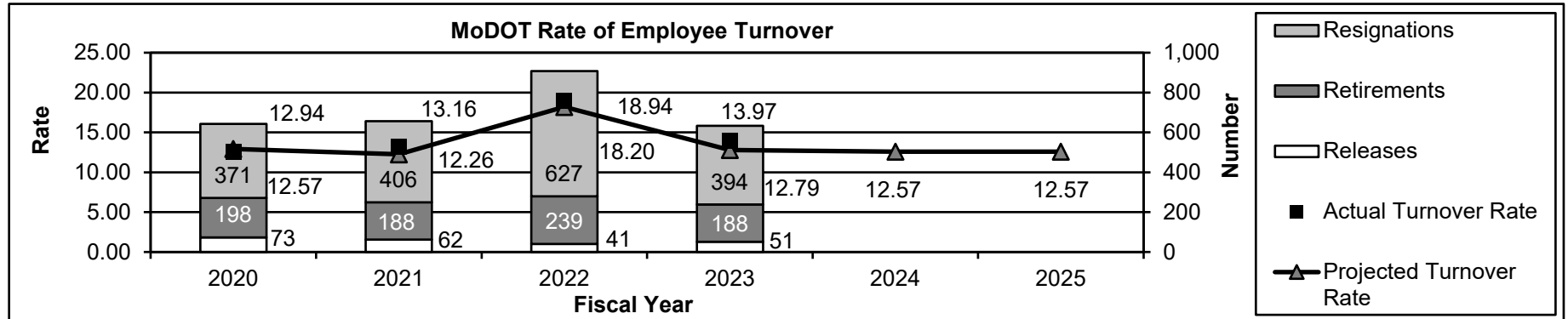
Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: Multiple

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Salaries & Wages	0	0.0	90,172	0.0	193,595	0.0	283,767	0.0	0
Fringe Benefits	0	0.0	41,802	0.0	93,164	0.0	134,966	0.0	0
Total PS	0	0.0	131,974	0.0	286,759	0.0	418,733	0.0	0
Grand Total	0	0.0	131,974	0.0	286,759	0.0	418,733	0.0	0

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

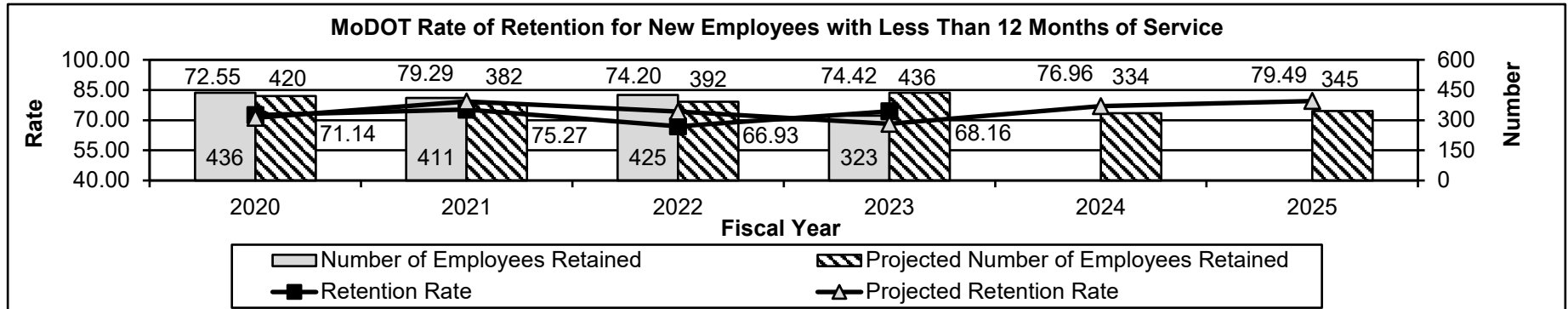
6a. Provide an activity measure(s) for the program.



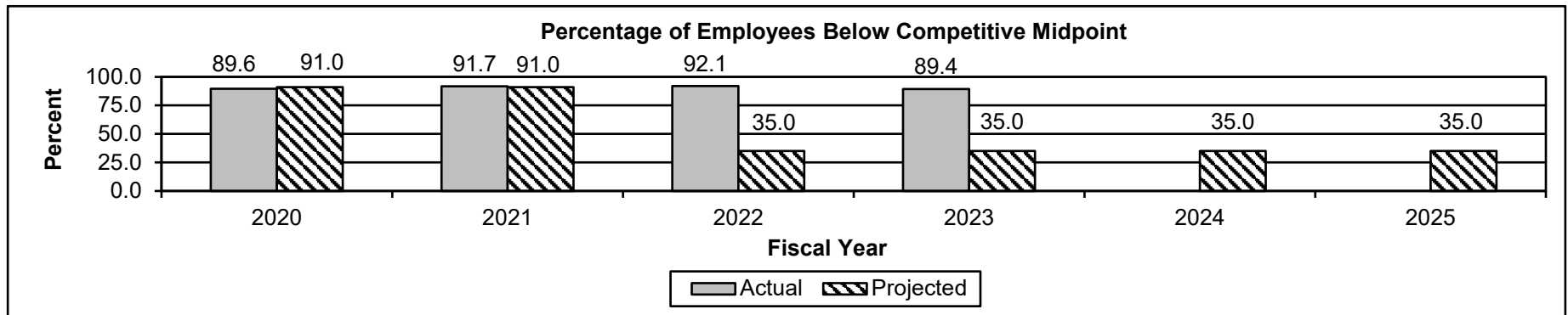
The turnover rate shows the percentage of employees who left the department during each fiscal year. The 2024 and 2025 projected turnover rate is based on a 10 percent decrease from the 2023 actual turnover rate.

NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	HB Section: Multiple
DI# 1605005	



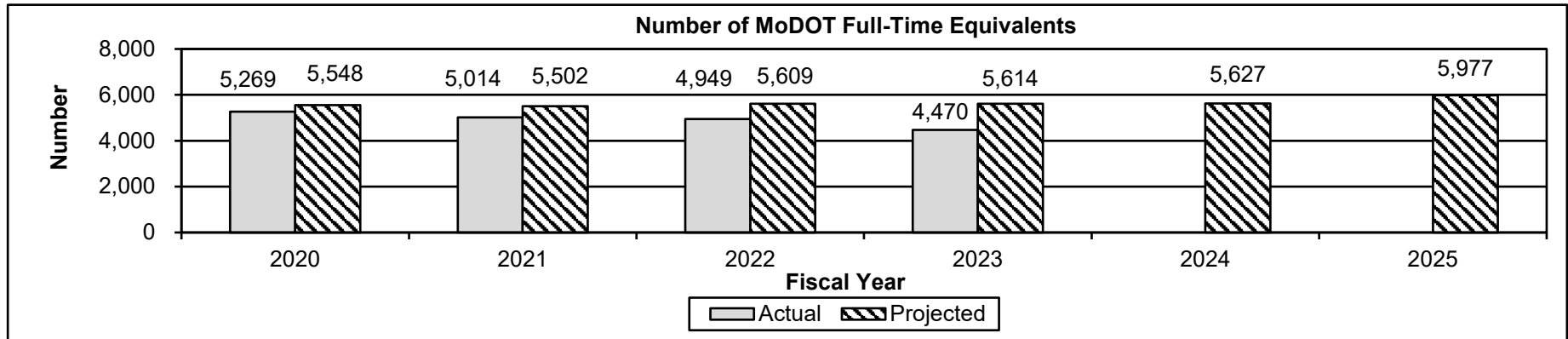
The rate of retention for new employees is a percentage of MoDOT employees who remained employed with the department for 12 months divided by the total number of new employees hired within the same time period. For 2023, this was 323 of 434, or 74.42 percent of first year employees. The 2024 projected retention rate is based on a 2.5 percent increase in the number of retained employees in 2023. The 2025 projected retention rate is based on a five percent increase in the number of retained employees in 2023.



The midpoint of each salary range is the market competitive midpoint for the job titles classified in that range. The 2024 and 2025 projections are based on the department's goal to reduce the percentage of employees below their competitive midpoint to 35 percent or less. These projections assume full implementation of the employee market adjustment.

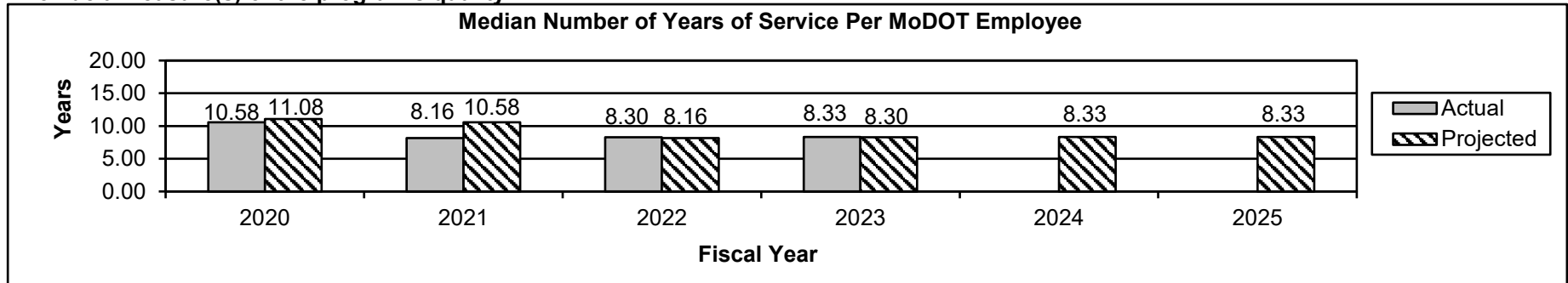
NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: Multiple



This performance measure shows the number of full-time equivalents (FTEs) by fiscal year. FTE is the total number of hours worked or on paid leave divided by 2,080. The 2024 and 2025 projections for salaried employees are based on the department's budgeted FTE.

6b. Provide a measure(s) of the program's quality.

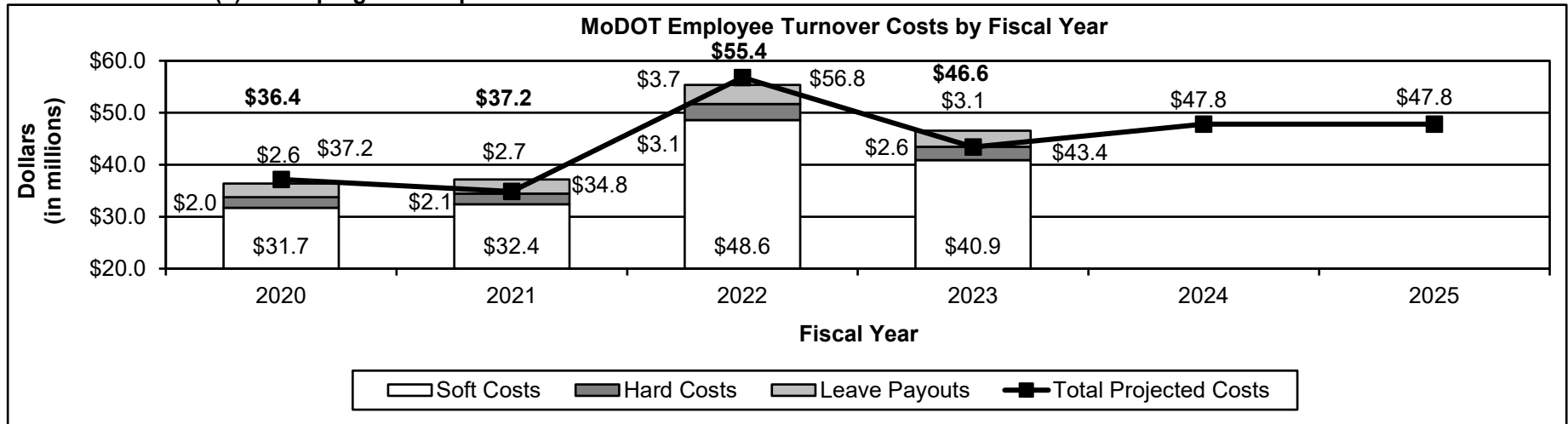


The 2024 and 2025 projections are based on maintaining the current median years of service per MoDOT employee.

NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: Multiple

6c. Provide a measure(s) of the program's impact.

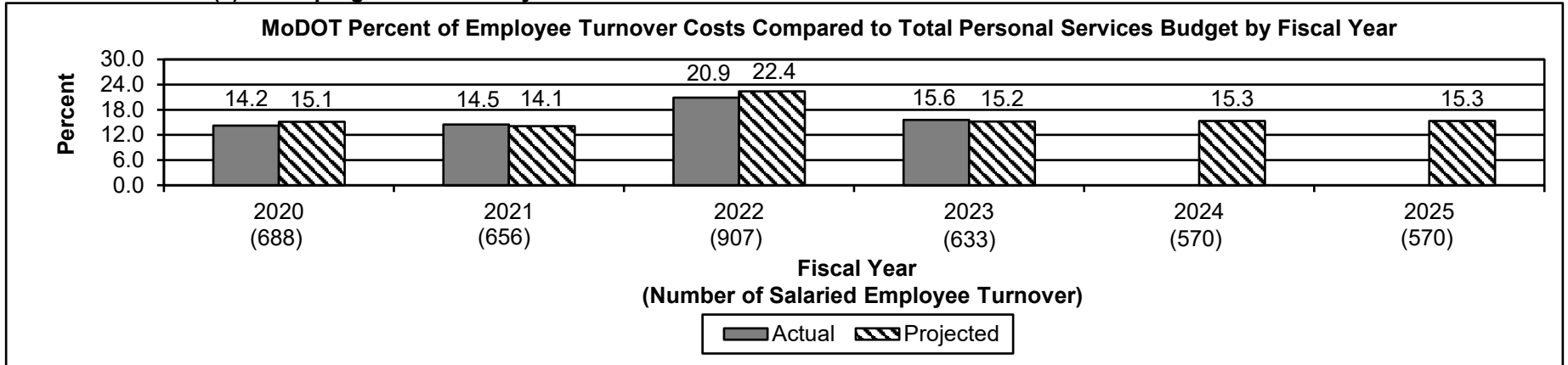


The turnover costs calculation tool used in the formulation of this chart was adopted from the Society for Human Resources Management. Hard costs are direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing and physicals). Soft costs are lost productivity tied to the departing employees, vacant positions and selection and training efforts for each new employee. The fiscal year 2024 and 2025 projections are based upon a 10 percent reduction in the rate of turnover.

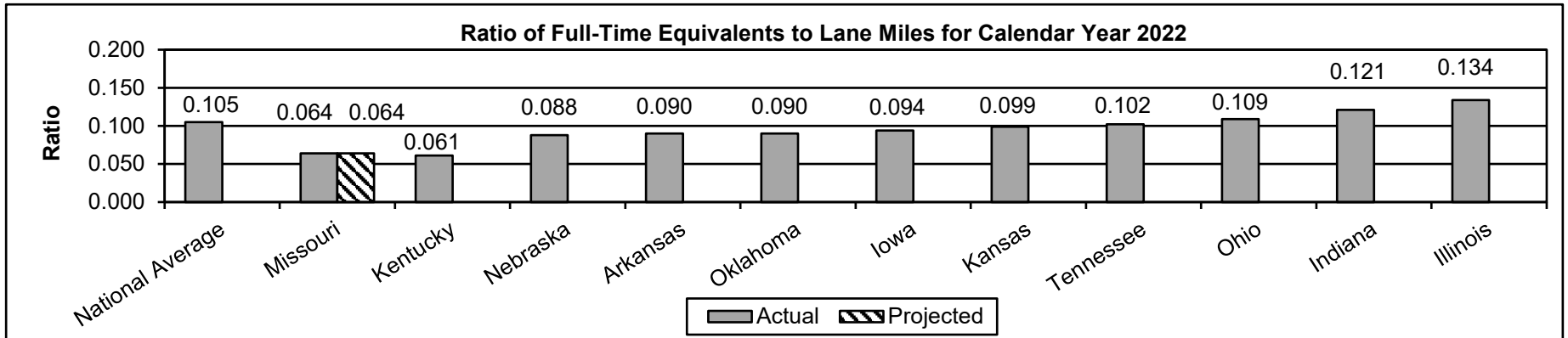
NEW DECISION ITEM
RANK: 5 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: Multiple

6d. Provide a measure(s) of the program's efficiency.



This chart shows the percentage of turnover costs compared to the total personal services budget by fiscal year. For fiscal year 2023, this was \$46.6 million in turnover costs of the \$297.5 million in personal services budget, or 15.6 percent. The projections are based upon a 10 percent reduction in the rate of turnover.



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

NEW DECISION ITEM

RANK: 5 OF 23

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Department Wide	
DI Name: Pay Plan-Market Plan-PS & FB	DI# 1605005
	HB Section: <u>Multiple</u>

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

The desired outcome from this pay expansion is to continue to implement the market-based compensation plan in order to attract, retain and engage a skilled workforce necessary to perform the critical functions needed to deliver on our mission.

As of June 30, 2023, less than one percent of MoDOT employees could be eligible for federal SNAP (Supplemental Nutrition Assistance Program), based on a four person, single earner household. MoDOT has 26 employees that earn less than \$3,007 per month.

According to the MERIC database, 10.7 percent of MoDOT employees also work for a second employer (not including farm labor or other self-employment) as of December 2022. In comparison, the percentage of multiple job holders in Missouri was approximately 11.9 percent.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
Market Plan NDI - 1605005								
HIGHWAY SAFETY PROGRAM MANAGEF	0	0.00	0	0.00	2,563	0.00	0	0.00
SR SYSTEM MANAGEMENT SPECIALIS	0	0.00	0	0.00	34,782	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	37,345	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$37,345	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$37,345	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
Market Plan NDI - 1605005								
RAIL SAFETY SPECIALIST	0	0.00	0	0.00	85,342	0.00	0	0.00
SR RAILROAD SAFETY INSPECTOR	0	0.00	0	0.00	13,624	0.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	0	0.00	0	0.00	1,159	0.00	0	0.00
AIRPORT PROJECT TECHNICIAN	0	0.00	0	0.00	1,780	0.00	0	0.00
AVIATION OPERATIONS MANAGER	0	0.00	0	0.00	2,563	0.00	0	0.00
RAILROAD OPERATIONS MANAGER	0	0.00	0	0.00	2,306	0.00	0	0.00
SR MULTIMODAL OPER SPECIALIST	0	0.00	0	0.00	81,579	0.00	0	0.00
ADMIN OF FREIGHT & WATERWAYS	0	0.00	0	0.00	1,200	0.00	0	0.00
SR FINANCIAL SERVICES SPECIALI	0	0.00	0	0.00	300	0.00	0	0.00
ADMINISTRATOR OF AVIATION	0	0.00	0	0.00	3,602	0.00	0	0.00
ADMINISTRATOR OF RAILROADS	0	0.00	0	0.00	901	0.00	0	0.00
ADMINISTRATOR OF TRANSIT	0	0.00	0	0.00	3,602	0.00	0	0.00
AVIATION PROGRAMS MANAGER	0	0.00	0	0.00	2,871	0.00	0	0.00
INT AIRPORT PROJECT INSPECTOR	0	0.00	0	0.00	2,131	0.00	0	0.00
AIRPORT PROJECT MANAGER	0	0.00	0	0.00	1,134	0.00	0	0.00
SR OFFICE ASSISTANT-TPT	0	0.00	0	0.00	41,215	0.00	0	0.00
ENGINEERING PROF - TPT/SSPD	0	0.00	0	0.00	1,113	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	246,422	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$246,422	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$52,827	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$193,595	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FRINGE BENEFITS								
Market Plan NDI - 1605005								
BENEFITS	0	0.00	0	0.00	134,966	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	134,966	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$134,966	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$41,802	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$93,164	0.00		0.00

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NEW DECISION ITEM
RANK: 12 OF 23

Department of Transportation					Budget Unit: Safety and Operations				
Division: Safety and Operations									
DI Name: Safety and Operations PS Expansion					DI# 1605012				
					HB Section: 4.450				
1. AMOUNT OF REQUEST									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	40,000	0	40,000	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	40,000	0	40,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds:					Other Funds:				
Non-Counts:					Non-Counts:				
2. THIS REQUEST CAN BE CATEGORIZED AS:									
<input type="checkbox"/> New Legislation			<input type="checkbox"/> New Program			<input type="checkbox"/> Fund Switch			
<input type="checkbox"/> Federal Mandate			<input type="checkbox"/> Program Expansion			<input type="checkbox"/> Cost to Continue			
<input type="checkbox"/> GR Pick-Up			<input type="checkbox"/> Space Request			<input type="checkbox"/> Equipment Replacement			
<input checked="" type="checkbox"/> Pay Plan			<input type="checkbox"/> Other: _____						
3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.									
This expansion item is for additional temporary part time (TPT) positions that are needed due to the additional federal funding received from the Infrastructure Investment and Jobs Act (IIJA).									
The fiscal year 2025 Safety and Operations PS Expansion by fund is as follows:									
Personal Services	Increase	Fund							
Safety and Operations	\$40,000	Highway Safety Federal Fund							
Total Safety and Operations Expansion	\$40,000								

NEW DECISION ITEM
RANK: 12 OF 23

Department of Transportation	Budget Unit: <u>Safety and Operations</u>
Division: <u>Safety and Operations</u>	
DI Name: <u>Safety and Operations PS Expansion</u>	DI# <u>1605012</u>
	HB Section: <u>4.450</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

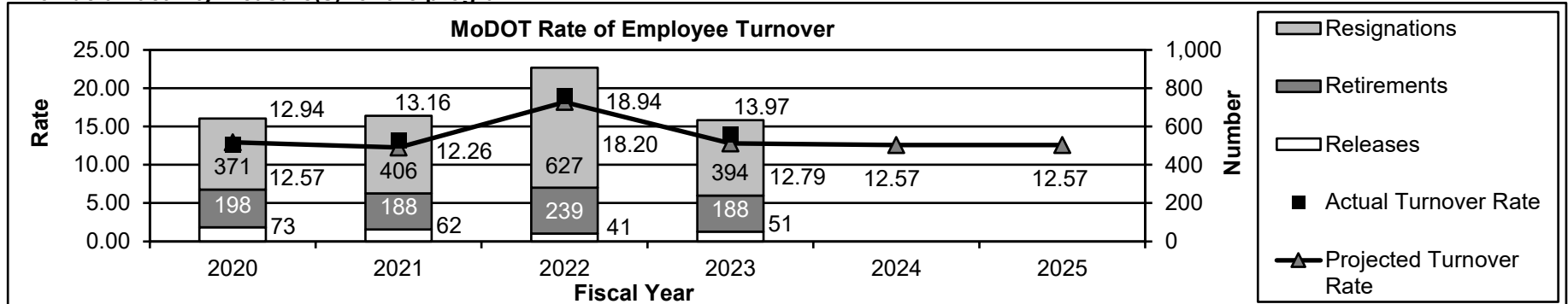
This expansion item is for additional temporary part time (TPT) positions that are needed due to the additional federal funding received from the Infrastructure Investment and Jobs Act (IIJA).

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Salaries & Wages	0	0.0	40,000	0.0	0	0.0	40,000	0.0	0
Total PS	0	0.0	40,000	0.0	0	0.0	40,000	0.0	0
Grand Total	0	0.0	40,000	0.0	0	0.0	40,000	0.0	0

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.

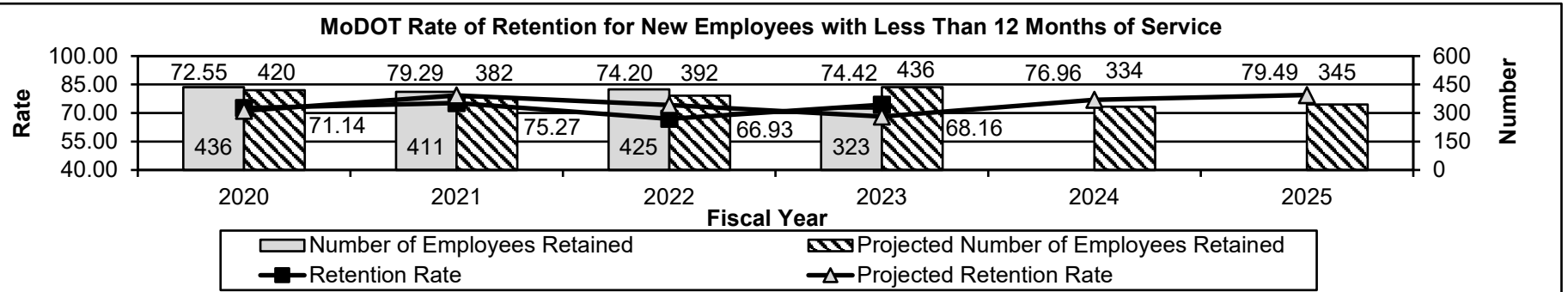


The turnover rate shows the percentage of employees who left the department during each fiscal year. The 2024 and 2025 projected turnover rate is based on a 10 percent decrease from the 2023 actual turnover rate.

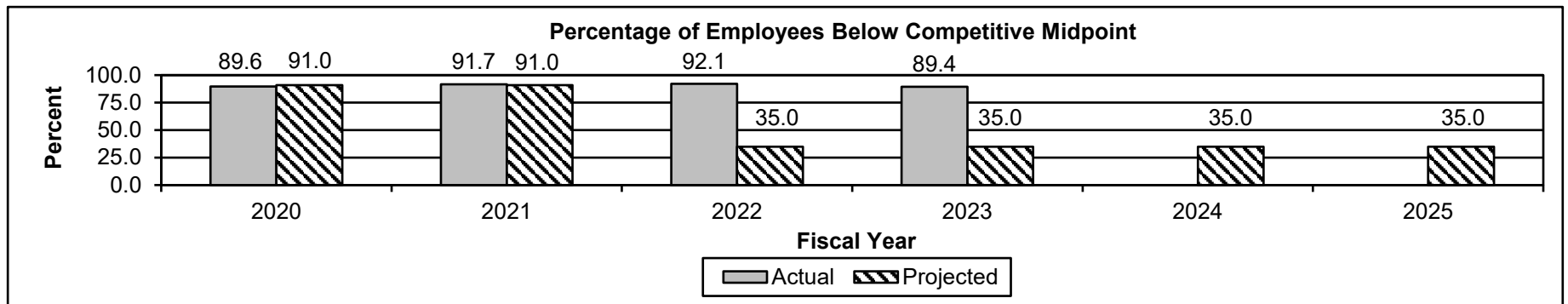
NEW DECISION ITEM
RANK: 12 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations PS Expansion DI# 1605012

Budget Unit: Safety and Operations
HB Section: 4.450



The rate of retention for new employees is a percentage of MoDOT employees who remained employed with the department for 12 months divided by the total number of new employees hired within the same time period. For 2023, this was 323 of 434, or 74.42 percent of first year employees. The 2024 projected retention rate is based on a 2.5 percent increase in the number of retained employees in 2023. The 2025 projected retention rate is based on a five percent increase in the number of retained employees in 2023.

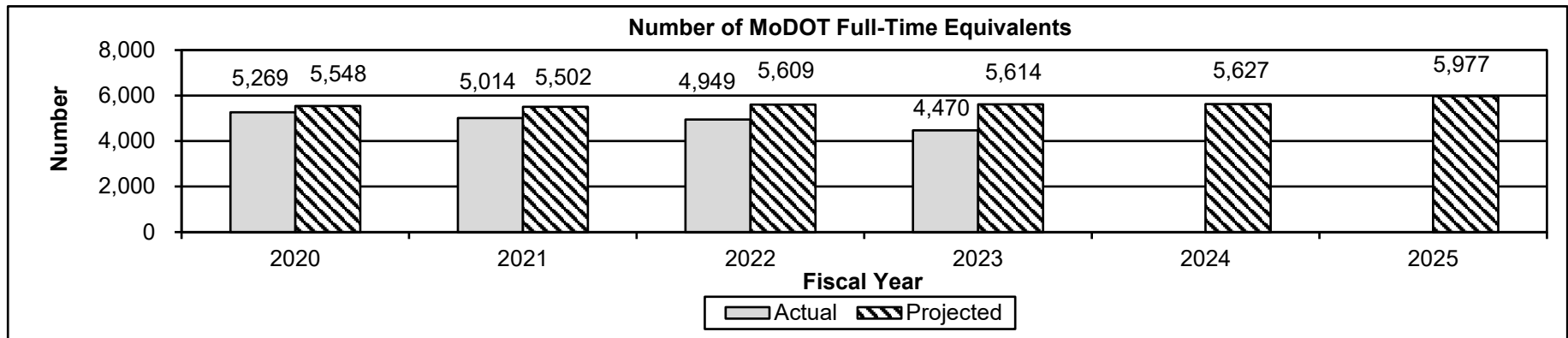


The midpoint of each salary range is the market competitive midpoint for the job titles classified in that range. The 2024 and 2025 projections are based on the department's goal to reduce the percentage of employees below their competitive midpoint to 35 percent or less. These projections assume full implementation of the employee market adjustment.

NEW DECISION ITEM
RANK: 12 OF 23

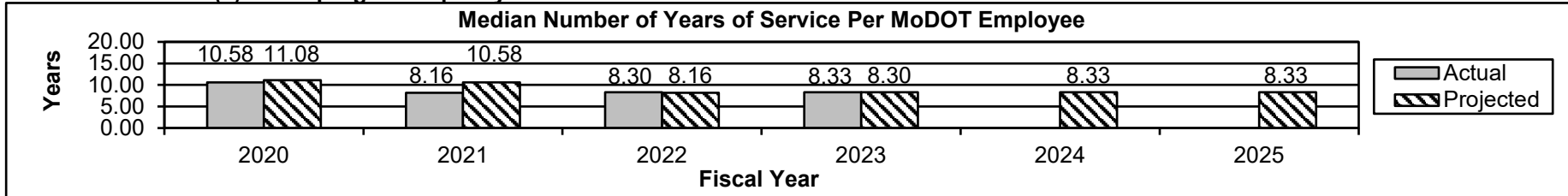
Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations PS Expansion DI# 1605012

Budget Unit: Safety and Operations
HB Section: 4.450



This performance measure shows the number of full-time equivalents (FTEs) by fiscal year. FTE is the total number of hours worked or on paid leave divided by 2,080. The 2024 and 2025 projections for salaried employees are based on the department's budgeted FTE.

6b. Provide a measure(s) of the program's quality.



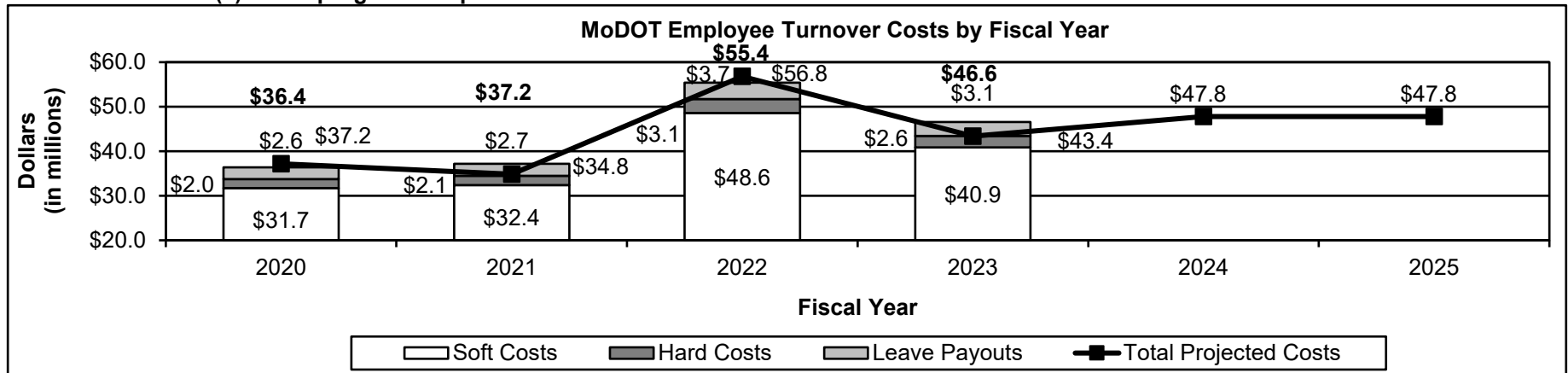
The 2024 and 2025 projections are based on maintaining the current median years of service per MoDOT employee.

NEW DECISION ITEM
RANK: 12 **OF** 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations PS Expansion **DI# 1605012**

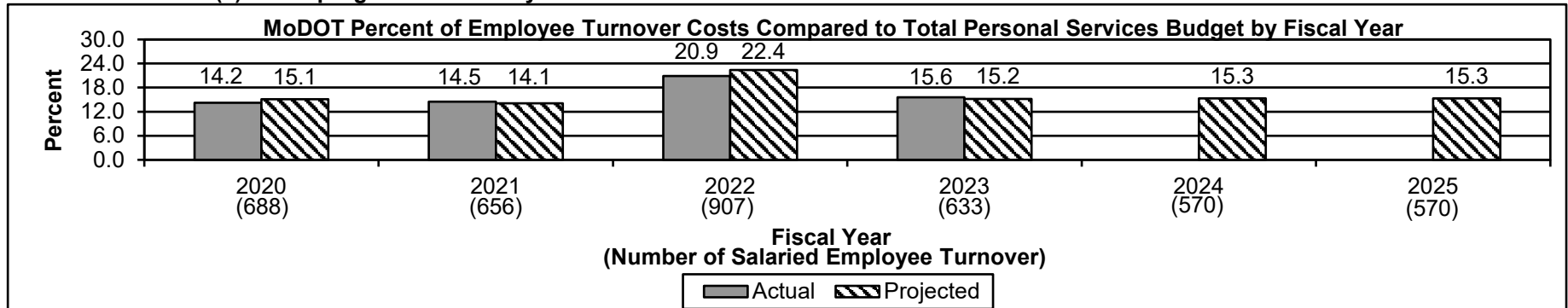
Budget Unit: Safety and Operations
HB Section: 4.450

6c. Provide a measure(s) of the program's impact.



The turnover costs calculation tool used in the formulation of this chart was adopted from the Society for Human Resources Management. Hard costs are direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing and physicals). Soft costs are lost productivity tied to the departing employees, vacant positions and selection and training efforts for each new employee. The fiscal year 2024 and 2025 projections are based upon a 10 percent reduction in the rate of turnover.

6d. Provide a measure(s) of the program's efficiency.

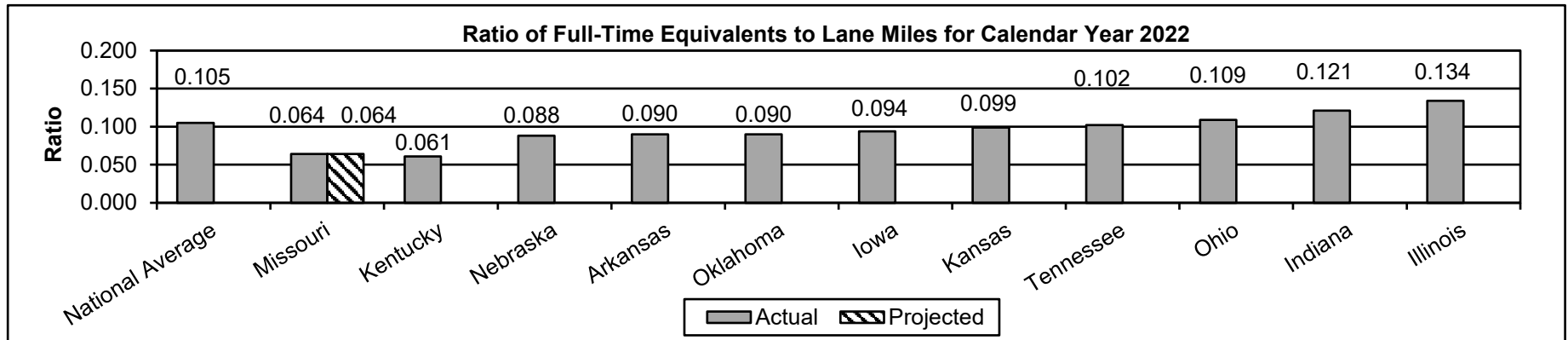


This chart shows the percentage of turnover costs compared to the total personal services budget by fiscal year. For fiscal year 2023, this was \$46.6 million in turnover costs of the \$297.5 million in personal services budget, or 15.6 percent. The projections are based upon a 10 percent reduction in the rate of turnover.

NEW DECISION ITEM
RANK: 12 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations PS Expansion DI# 1605012

Budget Unit: Safety and Operations
HB Section: 4.450



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

The desired outcome is to provide adequate staffing to administer the additional federal funding.

As of June 30, 2023, less than one percent of MoDOT employees could be eligible for federal SNAP (Supplemental Nutrition Assistance Program), based on a four person, single earner household. MoDOT has 26 employees that earn less than \$3,007 per month.

According to the MERIC database, 10.7 percent of MoDOT employees also work for a second employer (not including farm labor or other self-employment) as of December 2022. In comparison, the percentage of multiple job holders in Missouri was approximately 11.9 percent.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
Highway Safe & Traffic PS NDI - 1605012								
TRAFFIC INTERN	0	0.00	0	0.00	40,000	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	40,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$40,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$40,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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NEW DECISION ITEM
RANK: 21 **OF** 23

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Multimodal Operations	
DI Name: Multimodal Operations PS & FB Expansion DI# 1605021	HB Section: <u>Multiple</u>

1. AMOUNT OF REQUEST

FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	337,532	675,064	1,012,596	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	337,532	675,064	1,012,596	Total	0	0	0	0
FTE	0.00	0.00	5.00	5.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	143,492	286,985	430,477	HB 4	0	0	0	0
HB 5	0	14,922	29,843	44,765	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: Aviation Trust Fund (0952)					Other Funds:				
Non-Counts:					Non-Counts:				

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input checked="" type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for an additional five full-time equivalents (FTEs) to support multimodal operations in aviation resulting from the additional federal funding received as a result of Bipartisan Infrastructure Law (BIL) grant programs, which has grown from \$15.0 million to \$83.0 million in fiscal year 2024 and will be over \$100.0 million by fiscal year 2025 with the same number of administrative positions. Of the 10 block grant states, the Missouri Department of Transportation has the lowest ratio of staff to number of airports.

House Bill 4 fringes for this pay plan are included in the PS totals above.

NEW DECISION ITEM

RANK: 21 OF 23

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Multimodal Operations	
DI Name: Multimodal Operations PS & FB Expansion DI# 1605021	HB Section: <u>Multiple</u>

The fiscal year 2025 Multimodal Operations PS Expansion by fund is as follows:

Personal Services	Increase	FTE
Aviation Trust Fund	\$388,079	5
Multimodal Operations Federal Fund	\$194,040	0
Total Personal Services	\$582,119	5
Fringe Benefits	Increase	
Aviation Trust Fund	\$286,985	
Multimodal Operations Federal Fund	\$143,492	
Total Fringe Benefits	\$430,477	
Total Multimodal Operations Expansion	\$1,012,596	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is for an additional five full-time equivalents (FTEs) to support multimodal operations in aviation resulting from the additional federal funding received as a result of Bipartisan Infrastructure Law (BIL) grant programs, which has grown from \$15.0 million to \$83.0 million in fiscal year 2024 and will be over \$100.0 million by fiscal year 2025 with the same number of administrative positions. Of the 10 block grant states, the Missouri Department of Transportation has the lowest ratio of staff to number of airports.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

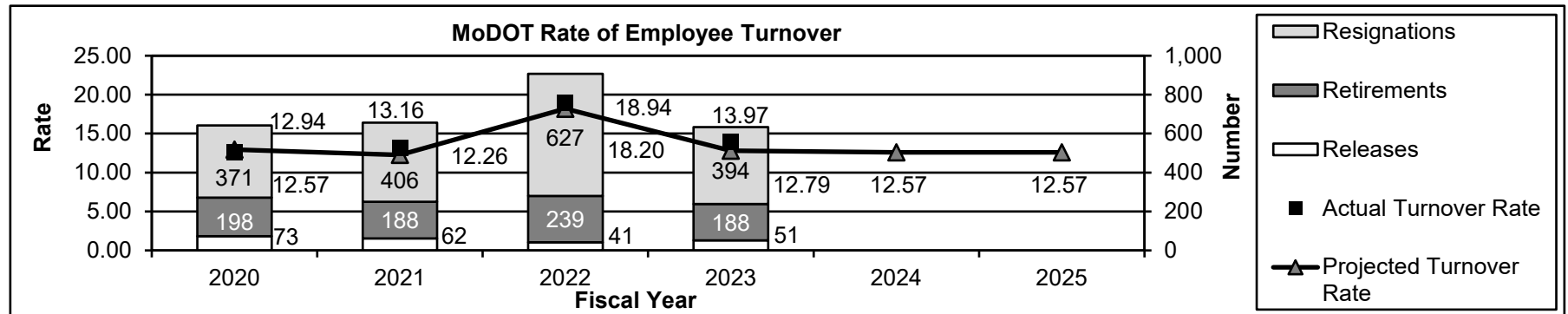
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Salaries & Wages	0	0.0	194,040	0.0	388,079	5.0	582,119	5.0	0
Fringe Benefits	0	0.0	143,492	0.0	286,985	0.0	430,477	0.0	0
Total PS	0	0.0	337,532	0.0	675,064	5.0	1,012,596	5.0	0
Grand Total	0	0.0	337,532	0.0	675,064	5.0	1,012,596	5.0	0

NEW DECISION ITEM
RANK: 21 **OF** 23

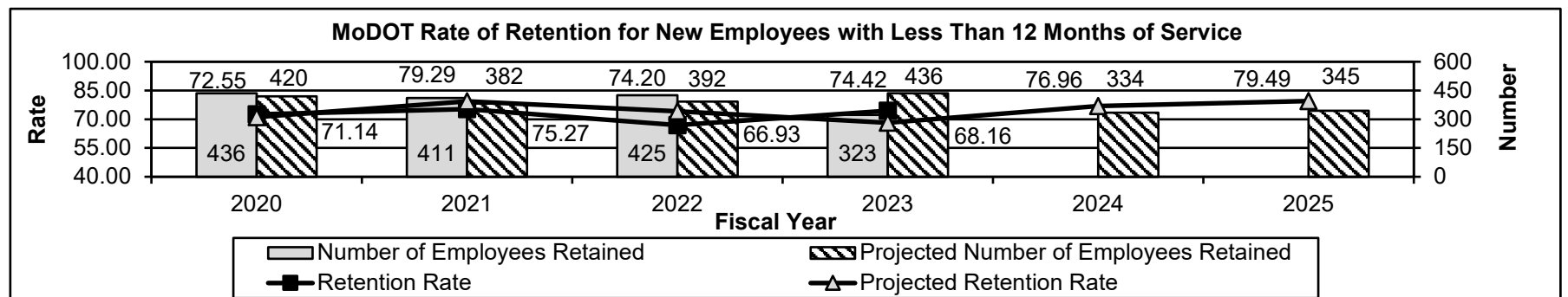
Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Multimodal Operations	
DI Name: Multimodal Operations PS & FB Expansion DI# 1605021	HB Section: <u>Multiple</u>

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The turnover rate shows the percentage of employees who left the department during each fiscal year. The 2024 and 2025 projected turnover rate is based on a 10 percent decrease from the 2023 actual turnover rate.



The rate of retention for new employees is a percentage of MoDOT employees who remained employed with the department for 12 months divided by the total number of new employees hired within the same time period. For 2023, this was 323 of 434, or 74.42 percent of first year employees. The 2024 projected retention rate is based on a 2.5 percent increase in the number of retained employees in 2023. The 2025 projected retention rate is based on a five percent increase in the number of retained employees in 2023.

NEW DECISION ITEM

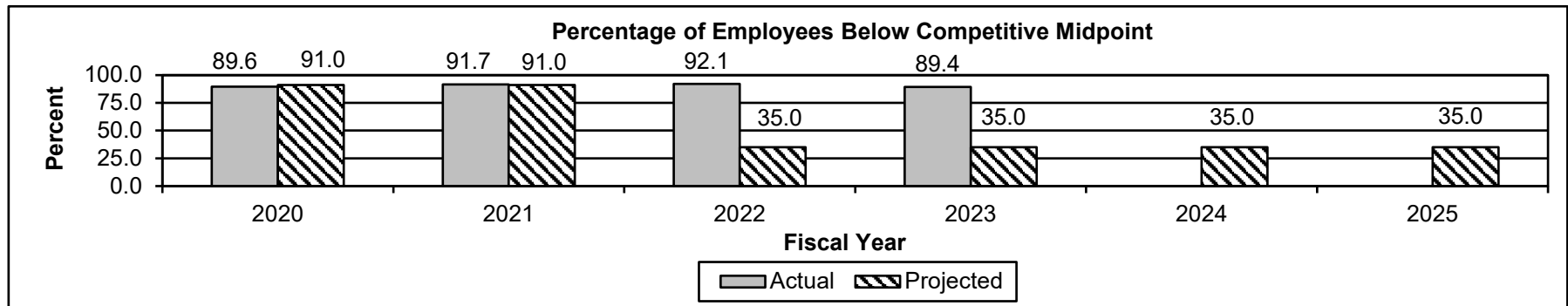
RANK: 21 OF 23

Department of Transportation

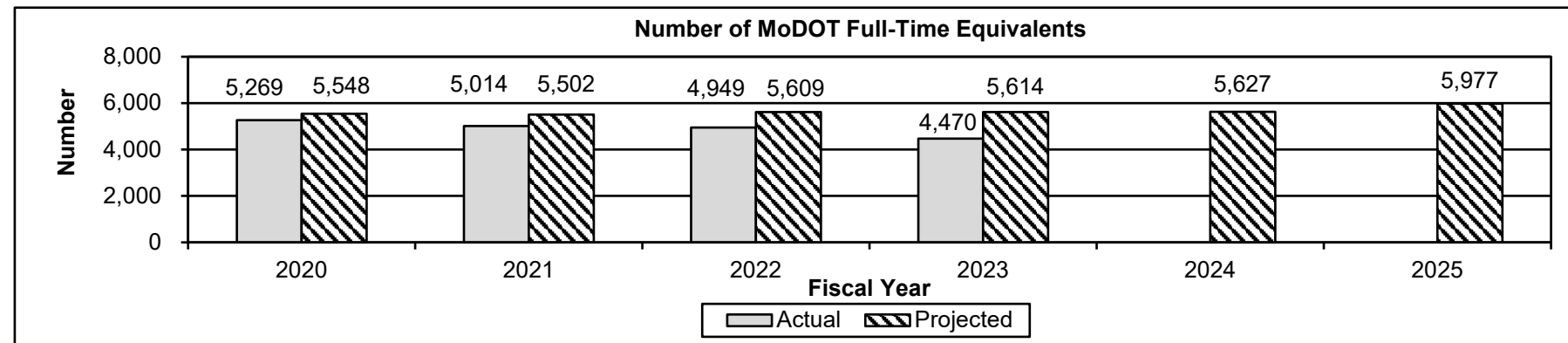
Budget Unit: Multiple

Division: Multimodal Operations

DI Name: Multimodal Operations PS & FB Expansion DI# 1605021

HB Section: Multiple

The midpoint of each salary range is the market competitive midpoint for the job titles classified in that range. The 2024 and 2025 projections are based on the department's goal to reduce the percentage of employees below their competitive midpoint to 35 percent or less. These projections assume full implementation of the employee market adjustment.



This performance measure shows the number of full-time equivalents (FTEs) by fiscal year. FTE is the total number of hours worked or on paid leave divided by 2,080. The 2024 and 2025 projections for salaried employees are based on the department's budgeted FTE.

NEW DECISION ITEM

RANK: 21 OF 23

Department of Transportation

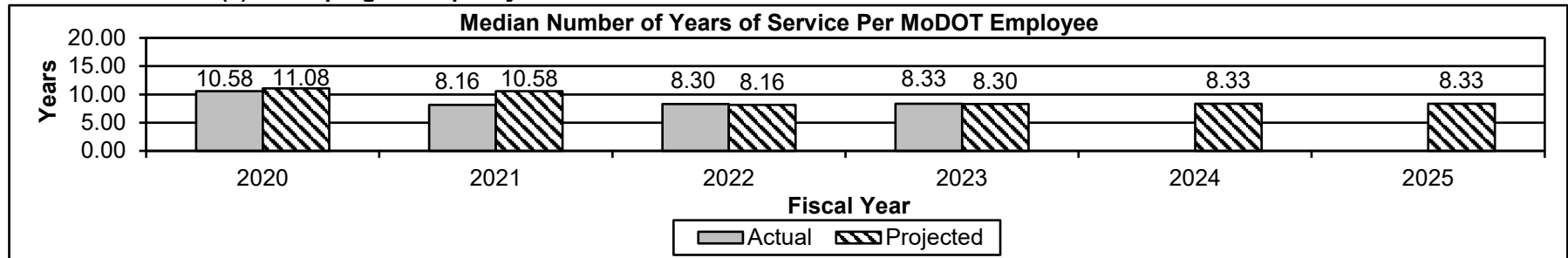
Budget Unit: Multiple

Division: Multimodal Operations

DI Name: Multimodal Operations PS & FB Expansion DI# 1605021

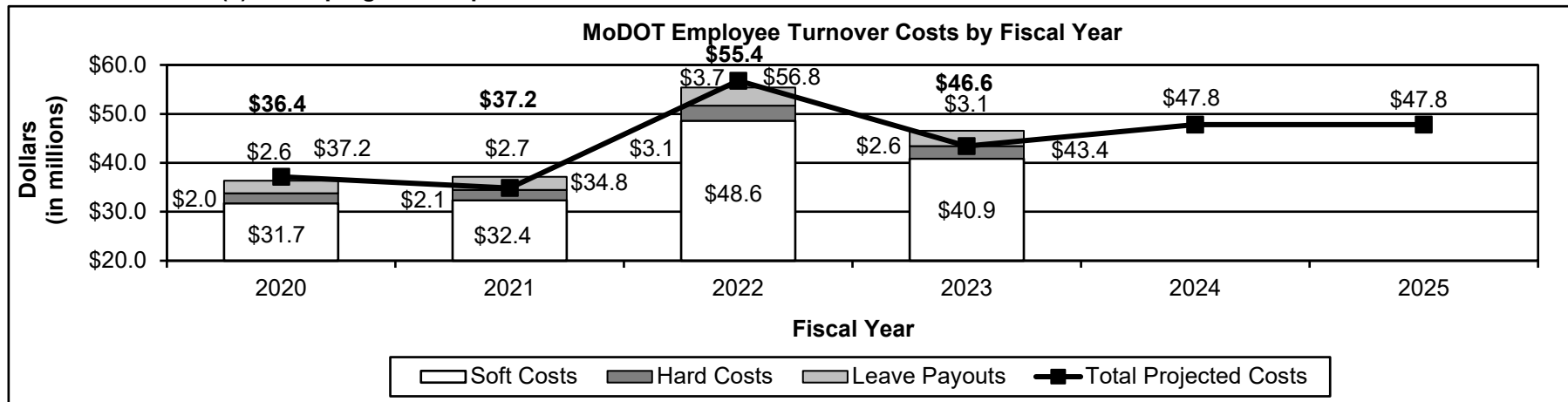
HB Section: Multiple

6b. Provide a measure(s) of the program's quality.



The 2024 and 2025 projections are based on maintaining the current median years of service per MoDOT employee.

6c. Provide a measure(s) of the program's impact.



The turnover costs calculation tool used in the formulation of this chart was adopted from the Society for Human Resources Management. Hard costs are direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing and physicals). Soft costs are lost productivity tied to the departing employees, vacant positions and selection and training efforts for each new employee. The fiscal year 2024 and 2025 projections are based upon a 10 percent reduction in the rate of turnover.

NEW DECISION ITEM

RANK: 21 OF 23

Department of Transportation

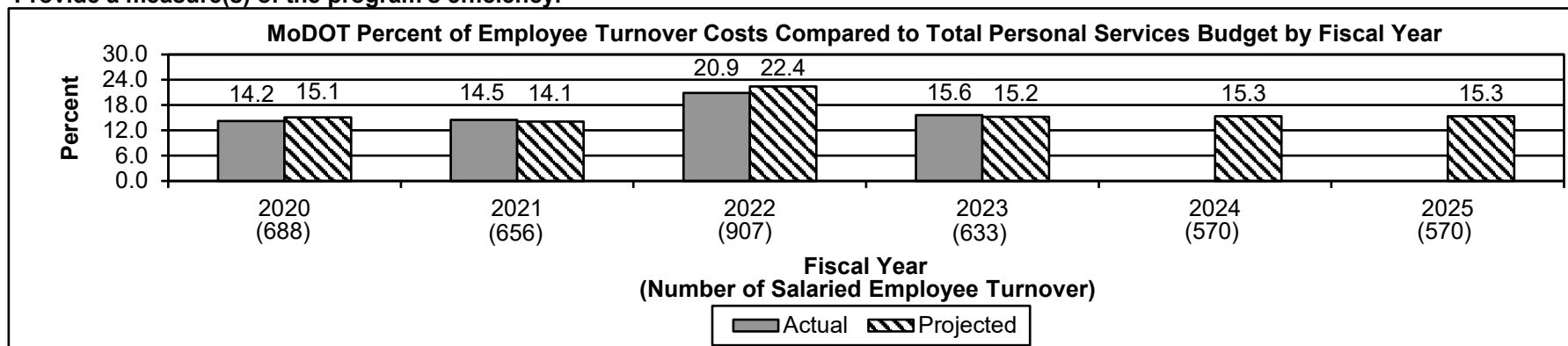
Budget Unit: Multiple

Division: Multimodal Operations

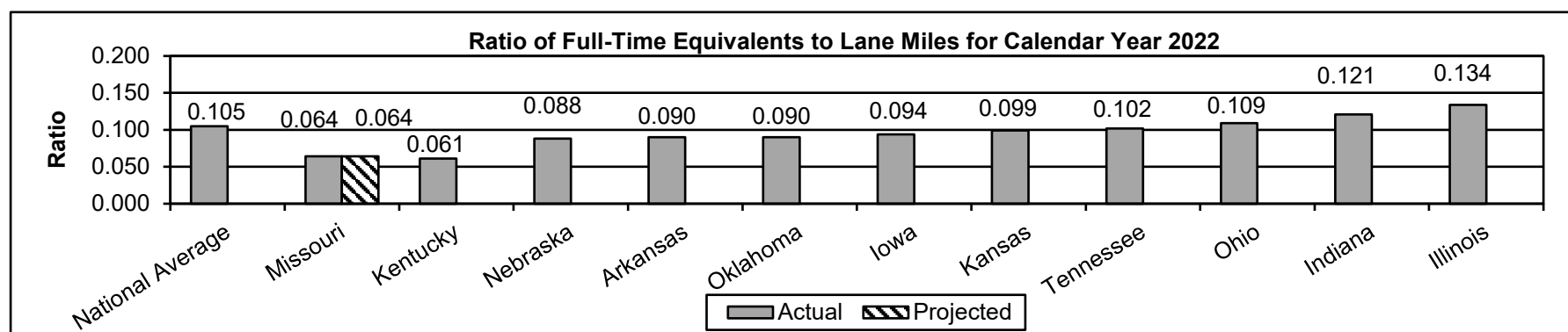
DI Name: Multimodal Operations PS & FB Expansion DI# 1605021

HB Section: Multiple

6d. Provide a measure(s) of the program's efficiency.



This chart shows the percentage of turnover costs compared to the total personal services budget by fiscal year. For fiscal year 2023, this was \$46.6 million in turnover costs of the \$297.5 million in personal services budget, or 15.6 percent. The projections are based upon a 10 percent reduction in the rate of turnover.



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

NEW DECISION ITEM

RANK: 21 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: Multimodal Operations PS & FB Expansion DI# 1605021

Budget Unit: Multiple
 HB Section: Multiple

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

The desired outcome is to provide adequate staffing to support multimodal operations in aviation resulting from additional federal funding.

As of June 30, 2023, less than one percent of MoDOT employees could be eligible for federal SNAP (Supplemental Nutrition Assistance Program), based on a four person, single earner household. MoDOT has 26 employees that earn less than \$3,007 per month.

According to the MERIC database, 10.7 percent of MoDOT employees also work for a second employer (not including farm labor or other self-employment) as of December 2022. In comparison, the percentage of multiple job holders in Missouri was approximately 11.9 percent.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
Multimodal Ops Admin PS NDI - 1605021								
TRANSPORTATION PROGRAM MANAGEI	0	0.00	0	0.00	92,647	1.00	0	0.00
SR MULTIMODAL OPER SPECIALIST	0	0.00	0	0.00	221,574	3.00	0	0.00
AIRPORT PROJECT MANAGER	0	0.00	0	0.00	267,898	1.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	582,119	5.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$582,119	5.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$194,040	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$388,079	5.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FRINGE BENEFITS								
Multimodal Ops Admin PS NDI - 1605021								
BENEFITS	0	0.00	0	0.00	430,477	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	430,477	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$430,477	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$143,492	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$286,985	0.00		0.00

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ADMINISTRATION								
CORE								
PERSONAL SERVICES								
STATE ROAD	19,674,897	298.00	23,246,740	349.57	23,246,740	349.57	0	0.00
TOTAL - PS	19,674,897	298.00	23,246,740	349.57	23,246,740	349.57	0	0.00
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	5,000	0.00	5,000	0.00	5,000	0.00	0	0.00
STATE ROAD	2,769,418	0.00	6,636,988	0.00	6,636,988	0.00	0	0.00
RAILROAD EXPENSE	5,000	0.00	5,000	0.00	5,000	0.00	0	0.00
TOTAL - EE	2,779,418	0.00	6,646,988	0.00	6,646,988	0.00	0	0.00
TOTAL	22,454,315	298.00	29,893,728	349.57	29,893,728	349.57	0	0.00
State Road Fund Increases - 1605099								
PERSONAL SERVICES								
STATE ROAD	0	0.00	0	0.00	1,447,027	12.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	1,447,027	12.00	0	0.00
TOTAL	0	0.00	0	0.00	1,447,027	12.00	0	0.00
GRAND TOTAL	\$22,454,315	298.00	\$29,893,728	349.57	\$31,340,755	361.57	\$0	0.00

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COMMISSION APPROVED ITEM

Department of Transportation Division: Administration Core: Administration					Budget Unit: Administration HB Section: 4.400				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	23,246,740	23,246,740	PS	0	0	0	0
EE	0	5,000	6,641,988	6,646,988	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	5,000	29,888,728	29,893,728	Total	0	0	0	0
FTE	0.00	0.00	349.57	349.57	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	36,996,183	36,996,183	HB 4	0	0	0	0
HB 5	0	0	1,787,674	1,787,674	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: State Road Fund (0320), Railroad Expense Fund (0659)					Other Funds:				
2. CORE DESCRIPTION									
The appropriations included in this core represent the administrative costs to support the Missouri Department of Transportation (MoDOT) in its mission. According to the Reason Foundation's 27th Annual Highway Report, which was released in April 2023, MoDOT has the 14th lowest administrative disbursements per state controlled mile in the United States. This core decision item includes organizational dues.									
3. PROGRAM LISTING (list programs included in this core funding)									
Executive management and related support (divisions, units, district engineers and assistant district engineers) Financial Services Audits and Investigations Communications Equal Opportunity and Diversity					Governmental Relations Human Resources Legal Activities at Central Office Organizational Dues				

COMMISSION APPROVED ITEM

Department of Transportation

Budget Unit: Administration

Division: Administration

Core: Administration

HB Section: 4.400

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	25,886,579	26,081,176	27,825,595	29,893,728
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	25,886,579	26,081,176	27,825,595	N/A
Actual Expenditures (All Funds)	18,680,601	20,665,140	22,454,208	N/A
Unexpended (All Funds)	7,205,978	5,416,036	5,371,387	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	7,205,978	5,416,036	5,371,387	N/A
	(1)	(1)	(1)	

*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

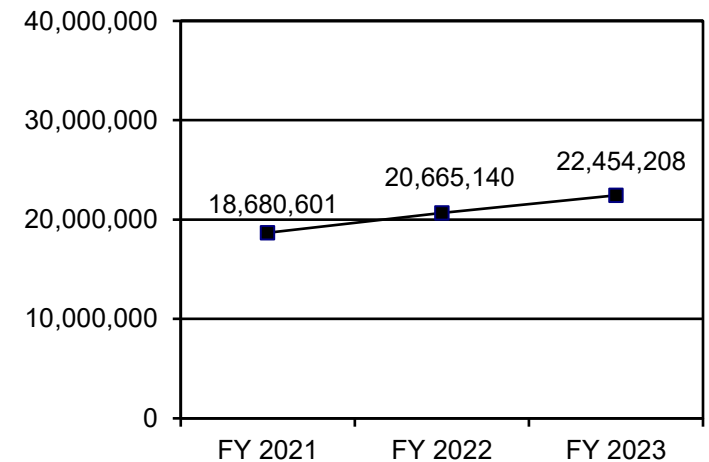
Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance includes funds committed through purchase orders for items and services ordered, but not received by the end of the fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$310,984	\$300,787	\$382,528

Actual Expenditures (All Funds)



FLEXIBILITY FORM

BUDGET UNIT NUMBER:	Multiple	DEPARTMENT:	Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME:	Multiple	DIVISION:	Department Wide
HOUSE BILL SECTION:	4.400, 4.405, 4.425, 4.450, 4.460, 4.475		

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
In fiscal year 2023, MoDOT used \$5,000 of flexibility in the State Transportation Fund, or 4.7 percent.	The General Assembly approved 20 percent flexibility between all MoDOT personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
The flexibility was used to pay for medical and life insurance fringe benefits for the remainder of the year.	N/A - Flexibility has not yet been used in the current year.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
ADMINISTRATION

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PS	349.57	0	0	23,246,740	23,246,740	
	EE	0.00	0	5,000	6,641,988	6,646,988	
	Total	349.57	0	5,000	29,888,728	29,893,728	
DEPARTMENT CORE							
	PS	349.57	0	0	23,246,740	23,246,740	
	EE	0.00	0	5,000	6,641,988	6,646,988	
	Total	349.57	0	5,000	29,888,728	29,893,728	
GOVERNOR'S RECOMMENDED CORE							
	PS	349.57	0	0	23,246,740	23,246,740	
	EE	0.00	0	5,000	6,641,988	6,646,988	
	Total	349.57	0	5,000	29,888,728	29,893,728	

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
ADMINISTRATION								
CORE								
SR ADMINISTRATIVE TECHNICIAN	135,400	3.13	232,619	5.00	232,619	5.00	0	0.00
OFFICE ASSISTANT	0	0.00	31,945	1.00	31,945	1.00	0	0.00
SENIOR OFFICE ASSISTANT	97,413	2.84	192,520	4.00	192,520	4.00	0	0.00
EXECUTIVE ASSISTANT	497,130	12.60	650,276	16.00	650,276	16.00	0	0.00
FINANCIAL SERVICES TECHNICIAN	176,716	5.12	365,233	10.00	365,233	10.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	1,015,286	24.82	1,141,965	24.00	1,141,965	24.00	0	0.00
HUMAN RESOURCES TECHNICIAN	36,829	1.04	152,610	4.27	152,610	4.27	0	0.00
SENIOR HUMAN RESOURCES TECHNIC	300,946	7.61	289,083	6.00	289,083	6.00	0	0.00
SENIOR GENERAL SERVICES TECHN	10,141	0.23	0	0.00	0	0.00	0	0.00
SENIOR RISK MANAGEMENT TECHNIC	99,511	2.18	141,390	5.00	141,390	5.00	0	0.00
SR EXECUTIVE ASST TO THE DIREC	55,593	1.00	64,280	1.00	64,280	1.00	0	0.00
SENIOR EXECUTIVE ASSISTANT	192,928	3.79	217,400	4.00	217,400	4.00	0	0.00
SENIOR PRINTING TECHNICIAN	80,016	2.00	98,618	2.00	98,618	2.00	0	0.00
LEGAL ASSISTANT	50,150	1.41	76,213	2.00	76,213	2.00	0	0.00
STRUCTURAL SPECIALIST	184	0.00	0	0.00	0	0.00	0	0.00
SENIOR INVESTIGATOR	45,823	0.83	180,529	3.00	180,529	3.00	0	0.00
INVESTIGATOR	188,671	3.95	203,532	4.00	203,532	4.00	0	0.00
SR GENERAL SERVICES SPEC	0	0.00	62,924	1.00	62,924	1.00	0	0.00
SR EMPLOYEE DEVELOPMENT SPECIA	55,671	1.00	62,068	1.00	62,068	1.00	0	0.00
SR GOVT RELATIONS SPECIALIST	56,776	1.02	67,929	1.00	67,929	1.00	0	0.00
EMPLOYEE DEVELOPMENT SPECIALIS	76,908	1.62	101,766	2.00	101,766	2.00	0	0.00
INT EMPLOYEE DEVELOPMENT SPECI	20,491	0.38	0	0.00	0	0.00	0	0.00
INVESTIGATION MANAGER	65,553	0.88	80,239	1.00	80,239	1.00	0	0.00
BUS SYST SUPP SPECIALIST	51,207	0.92	61,121	1.00	61,121	1.00	0	0.00
ASST COMMUNICATIONS DIRECTOR	22,249	0.21	120,866	1.00	120,866	1.00	0	0.00
SPECIAL PROJECTS COORD	12,340	0.17	82,886	1.00	82,886	1.00	0	0.00
FINANCIAL SERVICES ADMINISTRAT	285,090	3.00	304,564	3.00	304,564	3.00	0	0.00
DISTRICT SFTY & HLTH MGR	328	0.00	0	0.00	0	0.00	0	0.00
COMMUNITY LIAISON	54,162	0.88	0	0.00	0	0.00	0	0.00
SR ORGANIZATIONAL PERF ANALYST	55,671	1.00	126,771	2.00	126,771	2.00	0	0.00
INT ORGANIZATIONAL PERFORM ANA	6,578	0.13	0	0.00	0	0.00	0	0.00
ORGANIZATIONAL PERFORMANCE ANA	29,086	0.63	50,884	1.00	50,884	1.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ADMINISTRATION								
CORE								
SR BENEFITS SPECIALIST	50,548	0.83	119,433	2.00	119,433	2.00	0	0.00
INTER BENEFITS SPECIALIST	50,653	1.00	53,710	1.00	53,710	1.00	0	0.00
GOVERNMENTAL RELATIONS SPECIAL	0	0.00	48,053	1.00	48,053	1.00	0	0.00
INTERM MULTIMODAL OPER SPECIAL	1,664	0.03	0	0.00	0	0.00	0	0.00
SENIOR PARALEGAL	166,554	2.54	145,893	2.00	145,893	2.00	0	0.00
TRANSPORTATION PLANNING SPECIA	68,896	1.00	73,208	1.00	73,208	1.00	0	0.00
PARALEGAL	4,204	0.08	103,239	2.00	103,239	2.00	0	0.00
INTERMEDIATE PARALEGAL	49,720	1.00	52,755	1.00	52,755	1.00	0	0.00
LEGAL OFFICE MANAGER	67,124	1.00	71,642	1.00	71,642	1.00	0	0.00
BUSINESS SYST SUPPORT MANAGER	75,171	1.00	80,239	1.00	80,239	1.00	0	0.00
SENIOR DATA REPORT ANALYST	55,664	1.00	109,970	1.00	109,970	1.00	0	0.00
EMPLOYEE BENEFITS MANAGER	65,237	0.88	80,239	1.00	80,239	1.00	0	0.00
FINANCIAL SERVICES COORDINATOR	218,398	2.87	242,715	5.00	242,715	5.00	0	0.00
SAFETY AND CLAIMS MANAGER	75,317	1.00	80,239	1.00	80,239	1.00	0	0.00
DIVERSITY & INCLUSION SPECIALI	6,360	0.13	96,105	2.00	96,105	2.00	0	0.00
INT DIVERSITY & INCLUSION SPEC	49,720	1.00	52,755	1.00	52,755	1.00	0	0.00
SR DIVERSITY & INCLUSION SPEC	114,310	1.94	189,814	3.00	189,814	3.00	0	0.00
ASSISTANT COUNSEL	110,053	1.58	0	0.00	0	0.00	0	0.00
LAW CLERK	4,530	0.08	0	0.00	0	0.00	0	0.00
SENIOR ASSOCIATE COUNSEL	248,492	2.66	0	0.00	0	0.00	0	0.00
ASSOCIATE COUNSEL	61,630	0.79	0	0.00	0	0.00	0	0.00
RISK MANAGEMENT SPECIALIST	0	0.00	40,921	1.00	40,921	1.00	0	0.00
AUDIT MANAGER	150,646	2.00	216,476	3.00	216,476	3.00	0	0.00
ASST TO THE DIST ENGINEER	66,540	0.63	362,596	3.00	362,596	3.00	0	0.00
COMMUNICATIONS MANAGER	757,320	10.13	802,391	10.00	802,391	10.00	0	0.00
INTERMEDIATE SAFETY OFFICER	0	0.00	64,568	1.25	64,568	1.25	0	0.00
SENIOR SAFETY OFFICER	64	0.00	0	0.00	0	0.00	0	0.00
INT COMMUNICATIONS SPECIALIST	75,449	1.52	52,755	1.00	52,755	1.00	0	0.00
EQUAL OPP & DIVERSITY MGR	47,291	0.62	0	0.00	0	0.00	0	0.00
LEAD INFO SYSTEMS TECHNOLOGIST	0	0.00	3,855	0.00	3,855	0.00	0	0.00
INT HUMAN RESOURCES SPECLST	158,445	3.17	424,108	7.98	424,108	7.98	0	0.00
SR COMMUNICATIONS SPECIALIST	932,843	15.69	1,085,976	16.00	1,085,976	16.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
ADMINISTRATION								
CORE								
INTERM FINANCIAL SERV SPECIALI	347,880	6.80	273,838	5.00	273,838	5.00	0	0.00
ASST FINANCIAL SERVCS DIRECTOR	22,677	0.21	123,475	1.00	123,475	1.00	0	0.00
SENIOR AUDITOR	344,821	5.12	409,094	8.87	409,094	8.87	0	0.00
FINANCIAL SERVICES SPECIALIST	602,023	12.45	614,983	10.00	614,983	10.00	0	0.00
EMPLOYMENT MANAGER	55,403	0.75	80,239	1.00	80,239	1.00	0	0.00
COMPENSATION MANAGER	64,557	0.86	80,239	1.00	80,239	1.00	0	0.00
SUPPORT SERVICES MANAGER	500,803	6.64	561,674	7.00	561,674	7.00	0	0.00
INT GOVERNMENTAL RELATIONS SPE	30,807	0.64	52,755	1.00	52,755	1.00	0	0.00
SR RISK MGMT SPECIALIST	87,700	1.46	65,365	2.00	65,365	2.00	0	0.00
ASST HUMAN RESOURCE DIRECTOR	22,177	0.21	120,866	1.00	120,866	1.00	0	0.00
FINANCIAL SERVICES MANAGER	230,699	3.00	245,935	3.00	245,935	3.00	0	0.00
SR FINANCIAL SERVICES SPECIALI	1,247,200	19.84	1,361,966	21.20	1,361,966	21.20	0	0.00
ASST TO CAO - HEALTH&WELLNESS	11,089	0.10	120,866	1.00	120,866	1.00	0	0.00
INTERMEDIATE AUDITOR	198,340	3.87	269,714	5.00	269,714	5.00	0	0.00
COMMUNICATIONS SPECIALIST	277,396	5.80	95,386	2.00	95,386	2.00	0	0.00
AUDITOR	203,841	4.17	366,886	6.00	366,886	6.00	0	0.00
HUMAN RESOURCES SPECIALIST	475,116	9.94	508,892	9.00	508,892	9.00	0	0.00
SR HR SPECIALIST	1,015,503	16.60	993,434	19.00	993,434	19.00	0	0.00
HUMAN RESOURCES ADMINISRATOR	188,632	2.00	201,304	2.00	201,304	2.00	0	0.00
INTER RISK MGT SPECIALIST	75,964	1.54	105,511	2.00	105,511	2.00	0	0.00
HUMAN RESOURCES MANAGER	556,425	7.36	561,674	7.00	561,674	7.00	0	0.00
ASSISTANT DISTRICT ENGINEER	245,960	2.29	1,329,517	11.00	1,329,517	11.00	0	0.00
OF COUNSEL-TPT	77,258	0.52	152,064	2.00	152,064	2.00	0	0.00
SENIOR ADMINISTRATIVE COUNSEL	75,243	0.83	396,023	4.00	396,023	4.00	0	0.00
ASST COMMUNICATIONS DIRECTOR	108,946	0.94	0	0.00	0	0.00	0	0.00
ASSISTANT DISTRICT ENGINEER	975,856	8.52	0	0.00	0	0.00	0	0.00
ASST FINANCIAL SERVCS DIRECTOR	92,748	0.79	0	0.00	0	0.00	0	0.00
ASST HUMAN RESOURCE DIRECTOR	89,017	0.78	0	0.00	0	0.00	0	0.00
ASST TO CAO - HEALTH&WELLNESS	33,842	0.29	0	0.00	0	0.00	0	0.00
DISTRICT ADMINISTRATIVE OFFICR	256,749	2.24	0	0.00	0	0.00	0	0.00
ADMIN PROFESSIONAL - TPT	292,947	4.43	299,796	9.00	299,796	9.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	43,211	0.94	52,071	2.00	52,071	2.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
ADMINISTRATION								
CORE								
DEPUTY DIRECTOR/CHIEF ENGINEER	172,473	1.00	182,959	1.00	182,959	1.00	0	0.00
CHIEF ADMINISTRATIVE OFFICER	151,285	1.00	160,491	1.00	160,491	1.00	0	0.00
ASST CHIEF COUNSEL-HUMAN RSRCS	138,322	1.00	146,646	1.00	146,646	1.00	0	0.00
DISTRICT ENGINEER	902,826	7.06	949,667	7.00	949,667	7.00	0	0.00
HUMAN RESOURCES DIRECTOR	134,881	1.09	131,985	1.00	131,985	1.00	0	0.00
AUDITS & INVESTIGATIONS DIR	119,562	1.00	126,908	1.00	126,908	1.00	0	0.00
GOVERNMENTAL RELATIONS DIRECTO	119,562	1.00	126,908	1.00	126,908	1.00	0	0.00
COMMUNICATIONS DIRECTOR	119,562	1.00	126,908	1.00	126,908	1.00	0	0.00
CHIEF FINANCIAL OFFICER	151,285	1.00	160,491	1.00	160,491	1.00	0	0.00
DIR, DEPT OF TRANSPORTATION	270,191	1.00	286,430	1.00	286,430	1.00	0	0.00
COMMUNICATIONS INTERN	4,690	0.13	0	0.00	0	0.00	0	0.00
ASST CHIEF COUNSEL-RISK MNGMNT	138,322	1.00	146,646	1.00	146,646	1.00	0	0.00
PROJECT DIRECTOR	102,062	0.96	234,038	2.00	234,038	2.00	0	0.00
SENIOR ASSISTANT COUNSEL	15,444	0.21	167,468	2.00	167,468	2.00	0	0.00
LEGAL INTERN	45,102	1.10	21,163	1.00	21,163	1.00	0	0.00
EQUAL OP & DIVERSITY DIRECTOR	61,338	0.50	126,908	1.00	126,908	1.00	0	0.00
FINANCIAL SERVICES DIRECTOR	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
HIGHWAY COMMISSIONER	675	0.01	0	0.00	0	0.00	0	0.00
ASST CHIEF COUNSEL-PROJ DEVEL	138,322	1.00	146,646	1.00	146,646	1.00	0	0.00
LAW CLERK	1,510	0.03	0	0.00	0	0.00	0	0.00
ASSISTANT COUNSEL	27,316	0.42	212,592	3.00	212,592	3.00	0	0.00
ASST CHIEF COUNSEL - ADMIN	136,242	1.00	146,375	1.00	146,375	1.00	0	0.00
CHIEF COUNSEL	151,285	1.00	160,491	1.00	160,491	1.00	0	0.00
SECRETARY TO THE COMMISSION	89,732	1.00	95,582	1.00	95,582	1.00	0	0.00
TOTAL - PS	19,674,897	298.00	23,246,740	349.57	23,246,740	349.57	0	0.00
TRAVEL, IN-STATE	133,907	0.00	390,822	0.00	390,822	0.00	0	0.00
TRAVEL, OUT-OF-STATE	52,195	0.00	88,391	0.00	88,391	0.00	0	0.00
SUPPLIES	498,513	0.00	560,155	0.00	560,155	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	217,013	0.00	356,087	0.00	356,087	0.00	0	0.00
COMMUNICATION SERV & SUPP	166,287	0.00	272,410	0.00	272,410	0.00	0	0.00
PROFESSIONAL SERVICES	1,028,047	0.00	2,946,626	0.00	3,091,626	0.00	0	0.00
HOUSEKEEPING & JANITORIAL SERV	779	0.00	11,434	0.00	11,434	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ADMINISTRATION								
CORE								
M&R SERVICES	116,955	0.00	187,944	0.00	187,944	0.00	0	0.00
COMPUTER EQUIPMENT	0	0.00	86,221	0.00	6,221	0.00	0	0.00
OFFICE EQUIPMENT	126,231	0.00	134,546	0.00	64,546	0.00	0	0.00
OTHER EQUIPMENT	16,157	0.00	51,132	0.00	51,132	0.00	0	0.00
PROPERTY & IMPROVEMENTS	0	0.00	0	0.00	5,000	0.00	0	0.00
BUILDING LEASE PAYMENTS	52,170	0.00	68,213	0.00	68,213	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	132,764	0.00	170,774	0.00	170,774	0.00	0	0.00
MISCELLANEOUS EXPENSES	238,400	0.00	1,322,233	0.00	1,322,233	0.00	0	0.00
TOTAL - EE	2,779,418	0.00	6,646,988	0.00	6,646,988	0.00	0	0.00
GRAND TOTAL	\$22,454,315	298.00	\$29,893,728	349.57	\$29,893,728	349.57	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$5,000	0.00	\$5,000	0.00	\$5,000	0.00		0.00
OTHER FUNDS	\$22,449,315	298.00	\$29,888,728	349.57	\$29,888,728	349.57		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.400

Program Name: Administration

Program is found in the following core budget(s): Administration

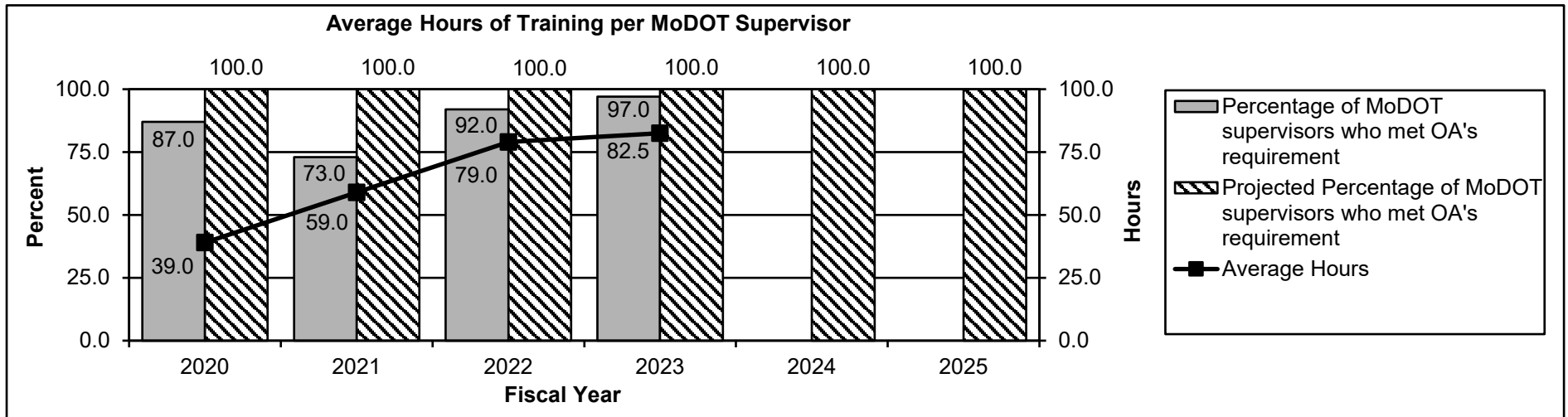
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program funds the administrative costs to support the Missouri Department of Transportation (MoDOT) in its mission.

2a. Provide an activity measure(s) for the program.



1 CSR 20-6.010 requires all supervisors, managers and executives as defined under the Office of Administration's (OA) Leadership Development Rule to complete a minimum of 40 hours of training each year; however, in fiscal year 2021 and 2022, the requirement was 52 hours per year. MoDOT's target is for 100 percent of the department's supervisors to meet OA's requirement.

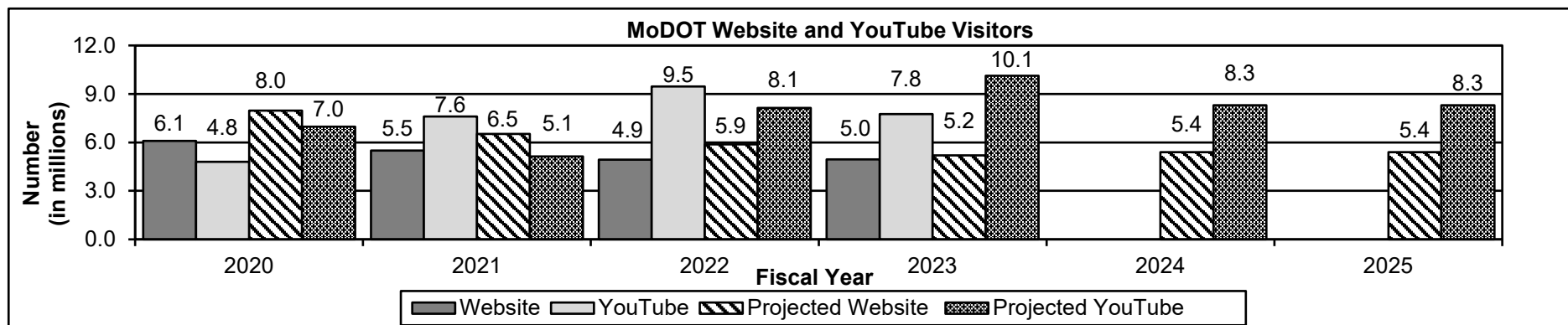
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.400

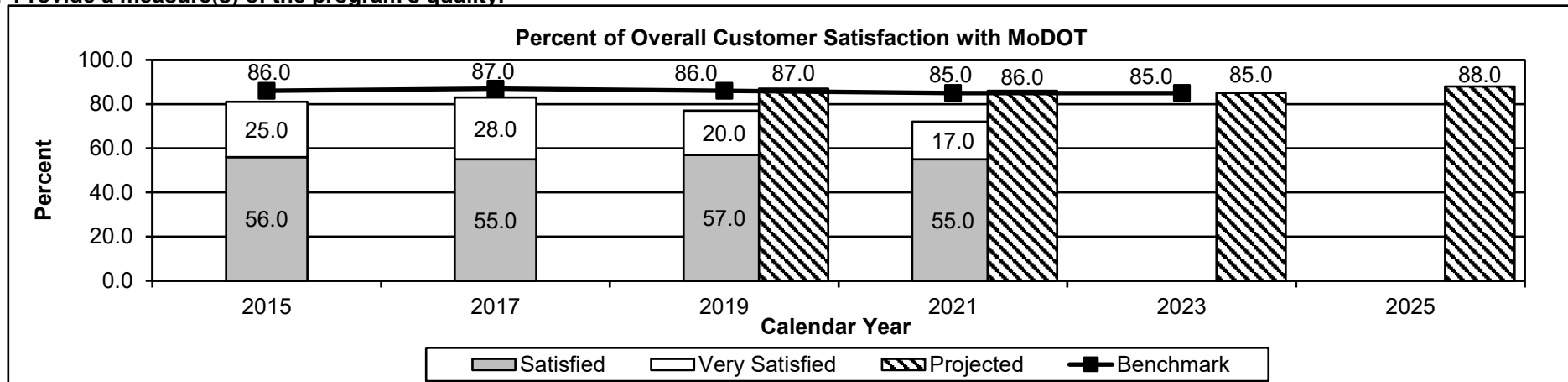
Program Name: Administration

Program is found in the following core budget(s): Administration



The projections were established by projecting a seven percent increase from the prior year actuals.

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

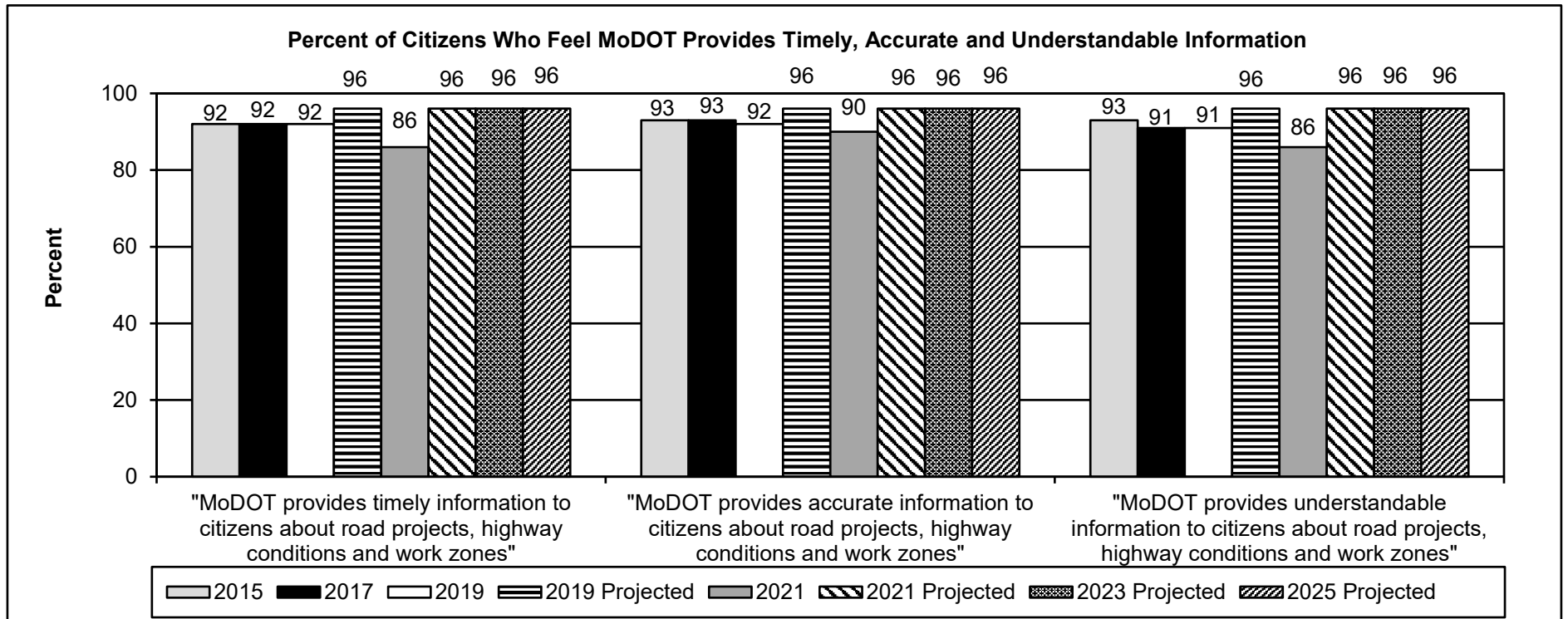
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.400

Program Name: Administration

Program is found in the following core budget(s): Administration



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The percent of citizens who feel that MoDOT provides timely, accurate and understandable information for the years above was calculated by adding the strongly agree and the somewhat agree responses to the statements provided in the chart. The 2023 and 2025 projections are based on the department's goals. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

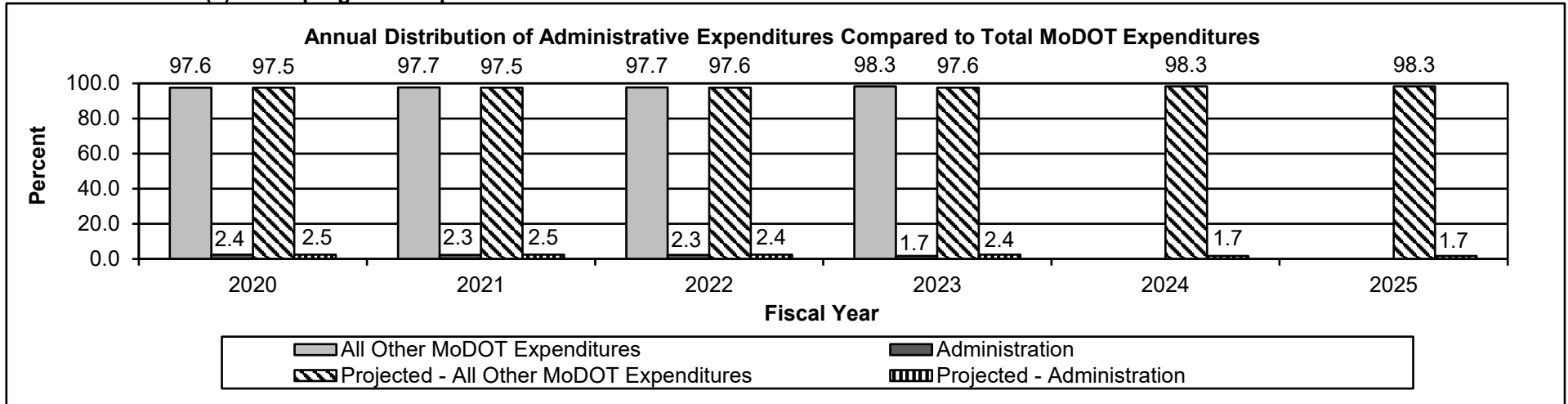
Department of Transportation

HB Section: 4.400

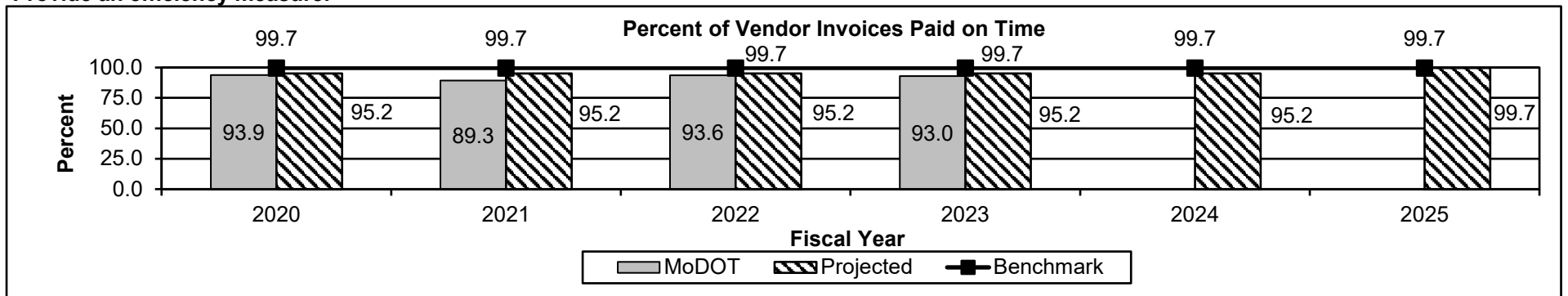
Program Name: Administration

Program is found in the following core budget(s): Administration

2c. Provide a measure(s) of the program's impact.



2d. Provide an efficiency measure.



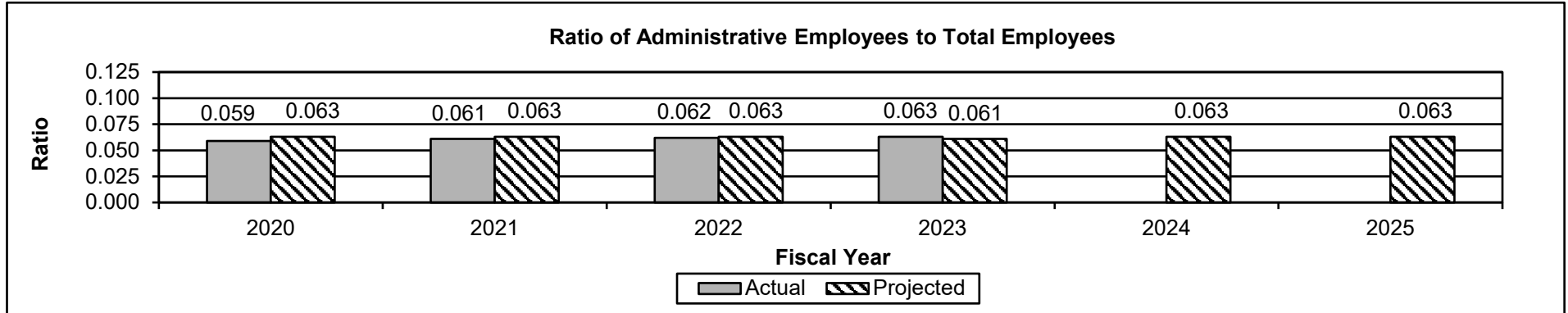
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.400

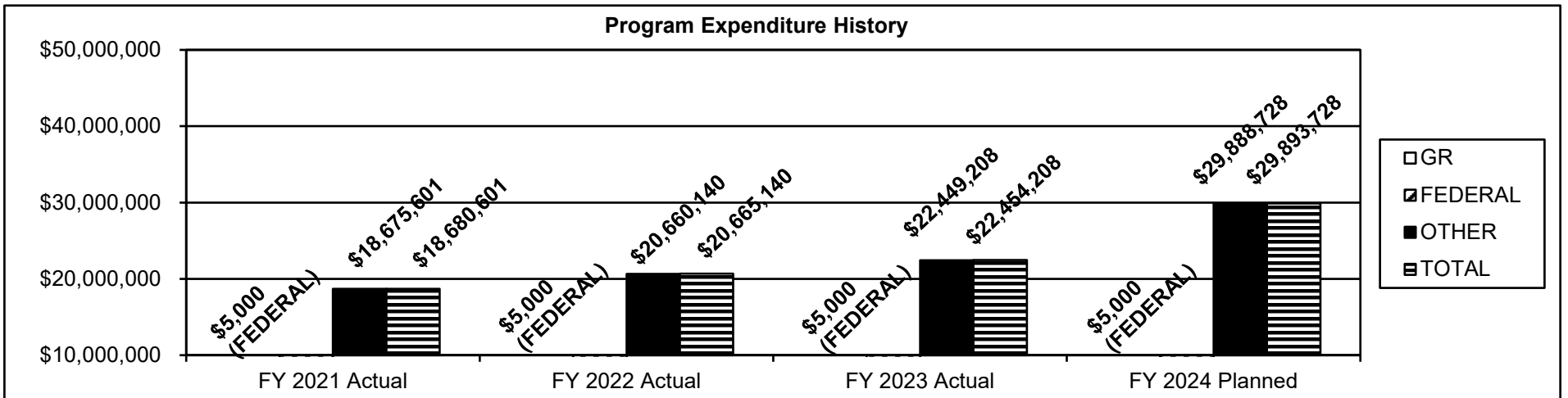
Program Name: Administration

Program is found in the following core budget(s): Administration



This chart shows the number of salaried administrative employees compared to total salaried employees. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION	
Department of Transportation Program Name: Administration Program is found in the following core budget(s): Administration	HB Section: 4.400
<p>4. What are the sources of the "Other" funds? State Road Fund (0320), Railroad Expense Fund (0659)</p> <p>5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Article IV, Section 30(b), MO Constitution and 226.220, RSMo.</p> <p>6. Are there federal matching requirements? If yes, please explain. No</p> <p>7. Is this a federally mandated program? If yes, please explain. No</p>	

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FRINGE BENEFITS								
CORE								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	467,637	0.00	0	0.00
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	350,385	0.00	0	0.00
STATE ROAD	0	0.00	0	0.00	233,041,716	0.00	0	0.00
RAILROAD EXPENSE	0	0.00	0	0.00	530,599	0.00	0	0.00
STATE TRANSPORTATION FUND	0	0.00	0	0.00	142,512	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	451,243	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	234,984,092	0.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	0	0.00	0	0.00	28,058,157	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	28,058,157	0.00	0	0.00
TOTAL	0	0.00	0	0.00	263,042,249	0.00	0	0.00
Market Plan NDI - 1605005								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	20,925	0.00	0	0.00
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	20,877	0.00	0	0.00
RAILROAD EXPENSE	0	0.00	0	0.00	9,447	0.00	0	0.00
STATE TRANSPORTATION FUND	0	0.00	0	0.00	75,525	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	8,192	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	134,966	0.00	0	0.00
TOTAL	0	0.00	0	0.00	134,966	0.00	0	0.00
Multimodal Ops Admin PS NDI - 1605021								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	143,492	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	286,985	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	430,477	0.00	0	0.00
TOTAL	0	0.00	0	0.00	430,477	0.00	0	0.00

ITEM SUMMARY

Budget Unit									
Item		FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary		ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund		DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FRINGE BENEFITS									
Fringe Benefits - Medical NDI - 1605022									
PERSONAL SERVICES									
MULTIMODAL OPERATIONS FEDERAL		0	0.00	0	0.00	1,000	0.00	0	0.00
DEPT OF TRANSPORT HWY SAFETY		0	0.00	0	0.00	10,000	0.00	0	0.00
RAILROAD EXPENSE		0	0.00	0	0.00	5,500	0.00	0	0.00
TOTAL - PS		0	0.00	0	0.00	16,500	0.00	0	0.00
TOTAL		0	0.00	0	0.00	16,500	0.00	0	0.00
State Road Fund Increases - 1605099									
PERSONAL SERVICES									
STATE ROAD		0	0.00	0	0.00	19,527,509	0.00	0	0.00
TOTAL - PS		0	0.00	0	0.00	19,527,509	0.00	0	0.00
EXPENSE & EQUIPMENT									
STATE ROAD		0	0.00	0	0.00	2,201,395	0.00	0	0.00
TOTAL - EE		0	0.00	0	0.00	2,201,395	0.00	0	0.00
TOTAL		0	0.00	0	0.00	21,728,904	0.00	0	0.00
GRAND TOTAL		\$0	0.00	\$0	0.00	\$285,353,096	0.00	\$0	0.00

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RETIREMENT								
CORE								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	198,407	0.00	372,820	0.00	0	0.00	0	0.00
DEPT OF TRANSPORT HWY SAFETY	235,599	0.00	286,376	0.00	0	0.00	0	0.00
STATE ROAD	141,436,144	0.00	178,233,086	0.00	0	0.00	0	0.00
RAILROAD EXPENSE	258,908	0.00	419,295	0.00	0	0.00	0	0.00
STATE TRANSPORTATION FUND	99,981	0.00	115,278	0.00	0	0.00	0	0.00
AVIATION TRUST FUND	301,729	0.00	359,878	0.00	0	0.00	0	0.00
TOTAL - PS	142,530,768	0.00	179,786,733	0.00	0	0.00	0	0.00
TOTAL	142,530,768	0.00	179,786,733	0.00	0	0.00	0	0.00
GRAND TOTAL	\$142,530,768	0.00	\$179,786,733	0.00	\$0	0.00	\$0	0.00

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MEDICAL LIFE EAP								
CORE								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	55,076	0.00	94,817	0.00	0	0.00	0	0.00
DEPT OF TRANSPORT HWY SAFETY	59,324	0.00	64,009	0.00	0	0.00	0	0.00
STATE ROAD	42,186,238	0.00	54,808,630	0.00	0	0.00	0	0.00
RAILROAD EXPENSE	68,819	0.00	111,304	0.00	0	0.00	0	0.00
STATE TRANSPORTATION FUND	31,520	0.00	27,234	0.00	0	0.00	0	0.00
AVIATION TRUST FUND	62,536	0.00	91,365	0.00	0	0.00	0	0.00
TOTAL - PS	42,463,513	0.00	55,197,359	0.00	0	0.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	62,696	0.00	90,809	0.00	0	0.00	0	0.00
TOTAL - EE	62,696	0.00	90,809	0.00	0	0.00	0	0.00
TOTAL	42,526,209	0.00	55,288,168	0.00	0	0.00	0	0.00
GRAND TOTAL	\$42,526,209	0.00	\$55,288,168	0.00	\$0	0.00	\$0	0.00

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RETIREE BENEFITS								
CORE								
PERSONAL SERVICES								
STATE ROAD	0	0.00	110,000	0.00	0	0.00	0	0.00
TOTAL - PS	0	0.00	110,000	0.00	0	0.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	17,115,215	0.00	18,629,968	0.00	0	0.00	0	0.00
TOTAL - EE	17,115,215	0.00	18,629,968	0.00	0	0.00	0	0.00
TOTAL	17,115,215	0.00	18,739,968	0.00	0	0.00	0	0.00
GRAND TOTAL	\$17,115,215	0.00	\$18,739,968	0.00	\$0	0.00	\$0	0.00

ITEM SUMMARY

Budget Unit									
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
WORKERS' COMPENSATION									
CORE									
PERSONAL SERVICES									
STATE ROAD	0	0.00	226,875	0.00	0	0.00	0	0.00	
TOTAL - PS	0	0.00	226,875	0.00	0	0.00	0	0.00	
EXPENSE & EQUIPMENT									
STATE ROAD	8,500,000	0.00	9,000,505	0.00	0	0.00	0	0.00	
TOTAL - EE	8,500,000	0.00	9,000,505	0.00	0	0.00	0	0.00	
TOTAL	8,500,000	0.00	9,227,380	0.00	0	0.00	0	0.00	
GRAND TOTAL	\$8,500,000	0.00	\$9,227,380	0.00	\$0	0.00	\$0	0.00	

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Department Wide	
Core: Fringe Benefits	HB Section: <u>4.405</u>

1. CORE FINANCIAL SUMMARY

FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	818,022	234,166,070	234,984,092	PS	0	0	0	0
EE	0	0	28,058,157	28,058,157	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	818,022	262,224,227	263,042,249	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659),
State Transportation Fund (0675), Aviation Trust Fund (0952)

Other Funds:

2. CORE DESCRIPTION

These appropriations are for the continuation of the core fringe benefits within MoDOT. The personal services fringe benefits include retirement and long term disability (LTD) contributions and medical and life insurance. Retirement and LTD projected expenditures are based upon the core salaries multiplied by the retirement and LTD rate set by the MoDOT and Patrol Employees' Retirement System (MPERS) Board of Trustees. In fiscal year 2024, the rate is 58 percent and will remain the same in fiscal year 2025. MoDOT's medical insurance rates are calculated on a calendar year basis. The department's share of medical insurance costs for fiscal year 2025 is based on the 2024 and projected 2025 calendar year rates. These are the rates for the Preferred Provider Organization (PPO) Plan. MoDOT's share of the life insurance annual costs is projected to be \$0.09 per \$1,000 of coverage. The medical insurance costs are based upon the most current actuarial study of the medical plan.

The expense and equipment fringe benefits include medical insurance for retirees, workers' compensation and the employee assistance program (EAP). MoDOT's share of monthly medical insurance premiums for its retirees ranges from \$189 to \$892 for calendar year 2023 for employees who retired prior to January 1, 2015. The State contribution for employees who retired on or after January 1, 2015 is two percent per year of service, with a maximum state share of 50 percent. Workers' compensation is based upon the most current actuarial study of the workers' compensation plan conducted by the actuary. The EAP is based on rates provided by the Missouri Consolidated Health Care Plan (MCHCP).

COMMISSION APPROVED ITEM

Department of TransportationBudget Unit: MultipleDivision: Department WideCore: Fringe BenefitsHB Section: 4.405**3. PROGRAM LISTING (list programs included in this core funding)**

The fiscal year 2025 Fringe Benefits by fund is as follows:

<u>Fund</u>	<u>Core</u>
State Road Fund	\$261,099,873
Highway Safety Fund	\$350,385
Aviation Trust Fund	\$451,243
Railroad Expense Fund	\$530,599
Multimodal Federal Fund	\$467,637
State Transportation Fund	\$142,512
	<u><u>\$263,042,249</u></u>

COMMISSION APPROVED ITEM

Department of Transportation

HB Section: 4.405

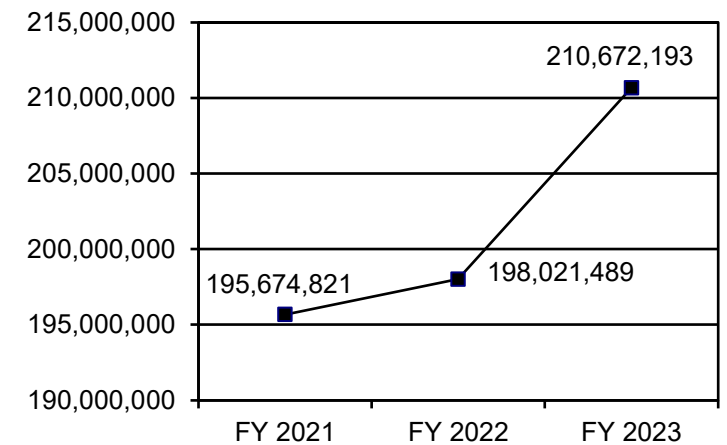
Division: Department Wide

Core: Fringe Benefits

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	228,820,254	234,568,156	252,890,008	263,042,249
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	228,820,254	234,568,156	252,890,008	N/A
Actual Expenditures (All Funds)	195,674,821	198,021,489	210,672,193	N/A
Unexpended (All Funds)	33,145,433	36,546,667	42,217,815	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	77,180	104,299	63,779	N/A
Other	33,068,253	36,442,368	42,154,036	N/A
	(1)	(1)	(1)	

Actual Expenditures (All Funds)



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended amounts are related to high turnover throughout the department.

FLEXIBILITY FORM

BUDGET UNIT NUMBER:	Multiple	DEPARTMENT:	Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME:	Multiple	DIVISION:	Department Wide
HOUSE BILL SECTION:	4.400, 4.405, 4.425, 4.450, 4.460, 4.475		

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needsd 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
In fiscal year 2023, MoDOT used \$5,000 of flexibility in the State Transportation Fund, or 4.7 percent.	The General Assembly approved 20 percent flexibility between all MoDOT personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
The flexibility was used to pay for medical and life insurance fringe benefits for the remainder of the year.	N/A - Flexibility has not yet been used in the current year.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**FRINGE BENEFITS**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#507]	PS	0.00	0	818,022	234,166,070	234,984,092	Reallocation of fringe benefits to one budget unit
Core Reallocation	[#507]	EE	0.00	0	0	28,058,157	28,058,157	Reallocation of fringe benefits to one budget unit
NET DEPARTMENT CHANGES			0.00	0	818,022	262,224,227	263,042,249	
DEPARTMENT CORE								
		PS	0.00	0	818,022	234,166,070	234,984,092	
		EE	0.00	0	0	28,058,157	28,058,157	
		Total	0.00	0	818,022	262,224,227	263,042,249	
GOVERNOR'S RECOMMENDED CORE								
		PS	0.00	0	818,022	234,166,070	234,984,092	
		EE	0.00	0	0	28,058,157	28,058,157	
		Total	0.00	0	818,022	262,224,227	263,042,249	

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
FRINGE BENEFITS								
CORE								
BENEFITS	0	0.00	0	0.00	234,984,092	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	234,984,092	0.00	0	0.00
MISCELLANEOUS EXPENSES	0	0.00	0	0.00	28,058,157	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	28,058,157	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$263,042,249	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$818,022	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$262,224,227	0.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
RETIREMENT								
CORE								
BENEFITS	142,530,768	0.00	179,748,506	0.00	0	0.00	0	0.00
NON-MOTORIZED TRANSP ENGINEER	0	0.00	38,227	0.00	0	0.00	0	0.00
TOTAL - PS	142,530,768	0.00	179,786,733	0.00	0	0.00	0	0.00
GRAND TOTAL	\$142,530,768	0.00	\$179,786,733	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$434,006	0.00	\$659,196	0.00	\$0	0.00		0.00
OTHER FUNDS	\$142,096,762	0.00	\$179,127,537	0.00	\$0	0.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
MEDICAL LIFE EAP								
CORE								
BENEFITS	42,463,513	0.00	55,186,267	0.00	0	0.00	0	0.00
NON-MOTORIZED TRANSP ENGINEER	0	0.00	11,092	0.00	0	0.00	0	0.00
TOTAL - PS	42,463,513	0.00	55,197,359	0.00	0	0.00	0	0.00
MISCELLANEOUS EXPENSES	62,696	0.00	89,972	0.00	0	0.00	0	0.00
NON-MOTORIZED TRANSP ENGINEER	0	0.00	837	0.00	0	0.00	0	0.00
TOTAL - EE	62,696	0.00	90,809	0.00	0	0.00	0	0.00
GRAND TOTAL	\$42,526,209	0.00	\$55,288,168	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$114,400	0.00	\$158,826	0.00	\$0	0.00		0.00
OTHER FUNDS	\$42,411,809	0.00	\$55,129,342	0.00	\$0	0.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
RETIREE BENEFITS								
CORE								
BENEFITS	0	0.00	110,000	0.00	0	0.00	0	0.00
TOTAL - PS	0	0.00	110,000	0.00	0	0.00	0	0.00
MISCELLANEOUS EXPENSES	17,115,215	0.00	18,629,968	0.00	0	0.00	0	0.00
TOTAL - EE	17,115,215	0.00	18,629,968	0.00	0	0.00	0	0.00
GRAND TOTAL	\$17,115,215	0.00	\$18,739,968	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$17,115,215	0.00	\$18,739,968	0.00	\$0	0.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
WORKERS' COMPENSATION								
CORE								
BENEFITS	0	0.00	226,875	0.00	0	0.00	0	0.00
TOTAL - PS	0	0.00	226,875	0.00	0	0.00	0	0.00
MISCELLANEOUS EXPENSES	8,500,000	0.00	8,998,416	0.00	0	0.00	0	0.00
NON-MOTORIZED TRANSP ENGINEER	0	0.00	2,089	0.00	0	0.00	0	0.00
TOTAL - EE	8,500,000	0.00	9,000,505	0.00	0	0.00	0	0.00
GRAND TOTAL	\$8,500,000	0.00	\$9,227,380	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$8,500,000	0.00	\$9,227,380	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.405

Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

1a. What strategic priority does this program address?

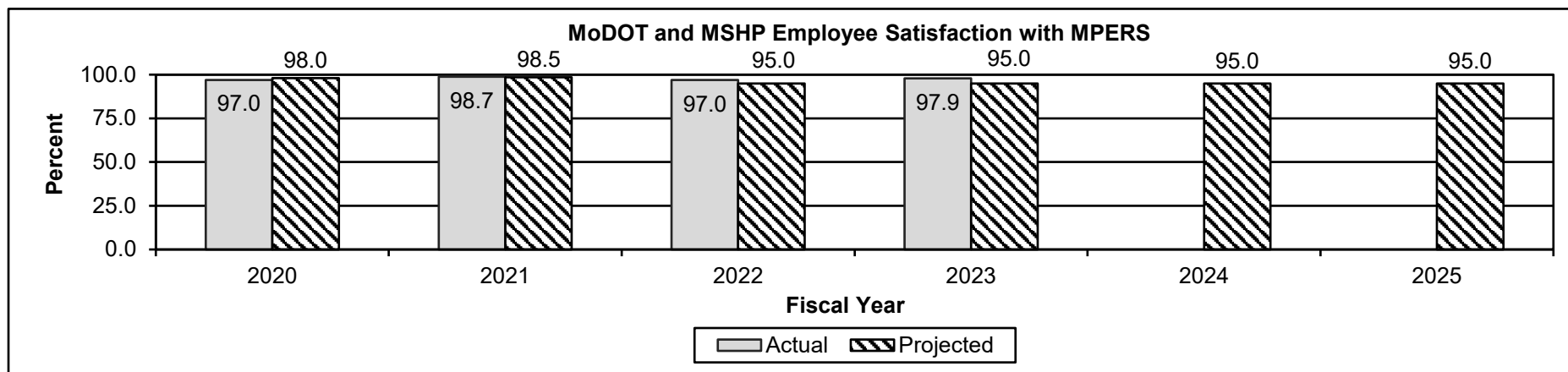
Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program is for the continuation of the core fringe benefits within MoDOT. The personal services fringe benefits include retirement and long term disability (LTD) contributions and medical and life insurance. The expense and equipment fringe benefits include medical insurance for retirees, workers' compensation and the employee assistance program (EAP).

2a. Provide an activity measure(s) for the program.

As of June 30, 2023 there were 4,206 active MoDOT employees, 4,714 retirees and 8,499 MoDOT dependents enrolled in the MoDOT/MSHP Medical Plan. MoDOT estimates approximately 200 employees will retire in calendar year 2023. As of June 30, 2023, there were 4,436 active MoDOT employees in the MoDOT and Patrol Employees' Retirement System (MPERS) retirement plan.

2b. Provide a measure(s) of the program's quality.

This chart shows the percent of employees who rated their satisfactions with MPERS as excellent. Data is collected through an online survey emailed to employees immediately after their interactions with MPERS. This measure includes all interactions with MPERS, including phone calls, emails, office visits, etc. The projections are based on MPERS goal of realizing outcomes of 95 percent satisfaction.

PROGRAM DESCRIPTION

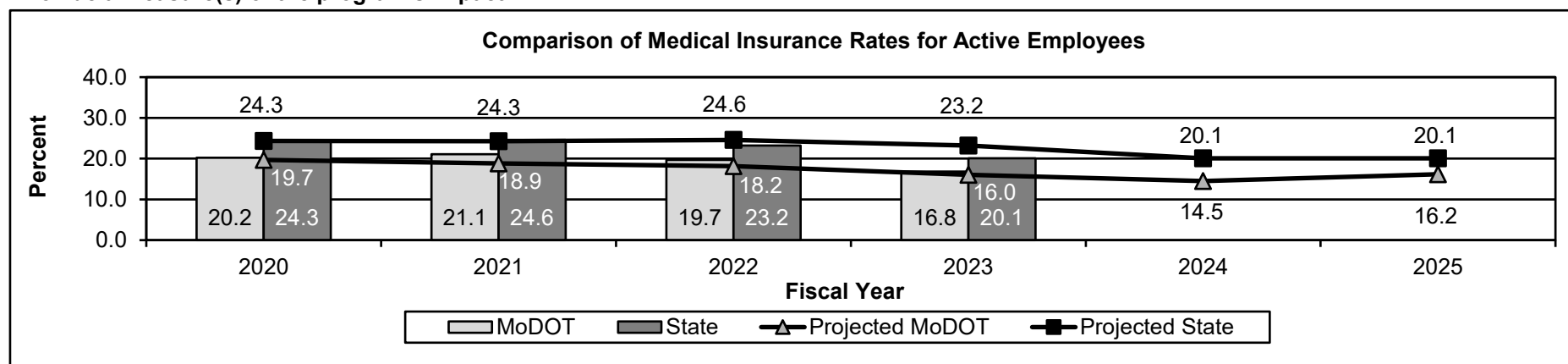
Department of Transportation

HB Section: 4.405

Program Name: Department Wide

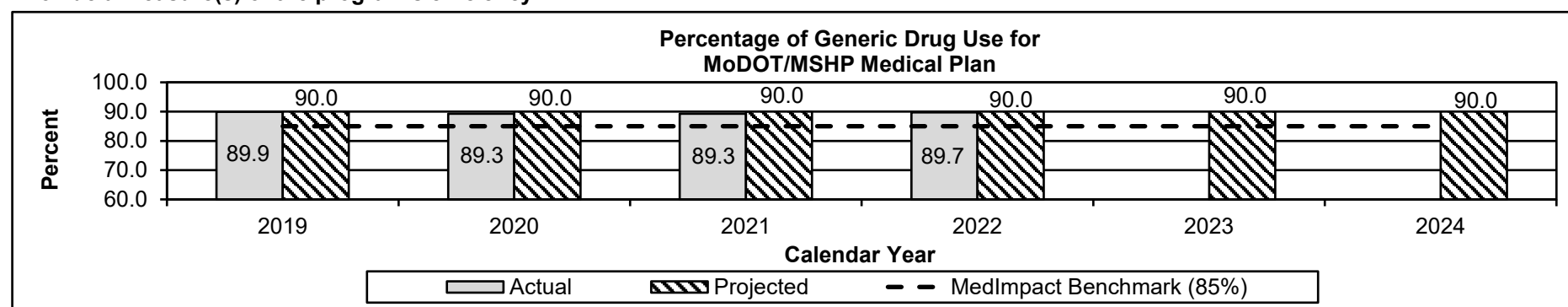
Program is found in the following core budget(s): Fringe Benefits

2c. Provide a measure(s) of the program's impact.



MoDOT's medical insurance rates are calculated by dividing premium contributions by personal service costs. The medical insurance rates from the state are provided in the annual budget instructions. The projections for MoDOT's medical insurance rates were calculated by dividing estimated premium contributions by budgeted personal services costs. The projections for the state's medical insurance rates were provided in the annual budget instructions.

2d. Provide a measure(s) of the program's efficiency.



Data is provided by the prescription drug administrator and shows the increased use of generic prescriptions among plan participants. The projections are based on a five percent increase from the benchmark data provided by MedImpact.

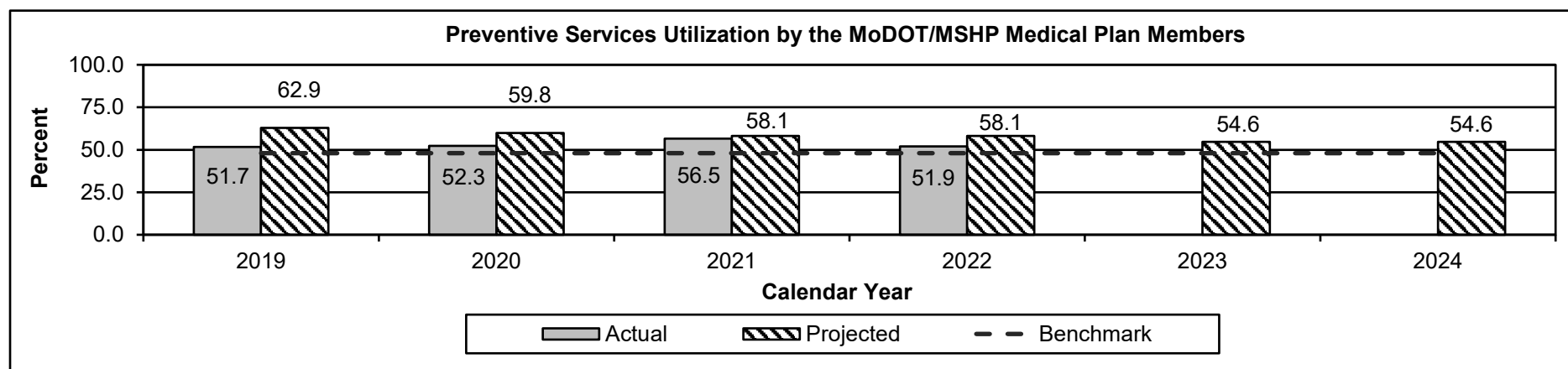
PROGRAM DESCRIPTION

Department of Transportation

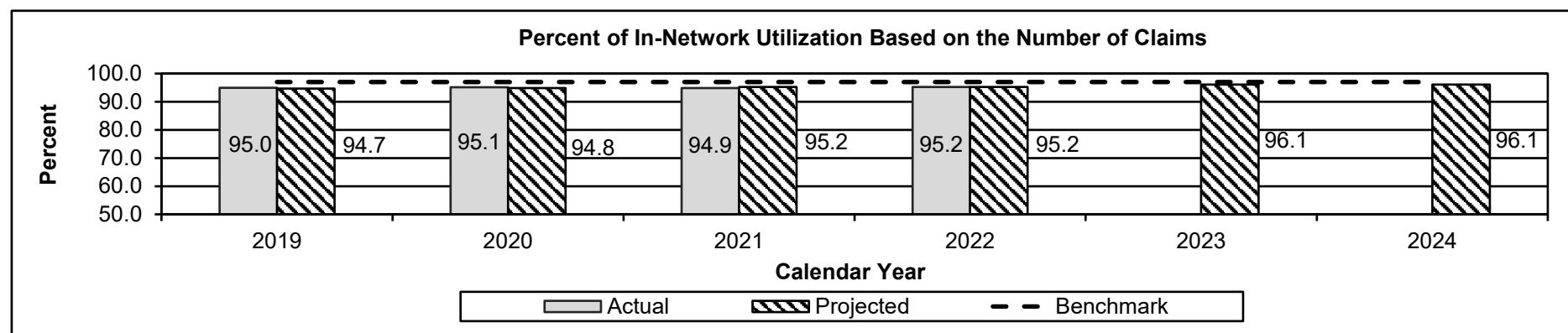
HB Section: 4.405

Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits



Preventive services primarily include annual physical exams and routine immunizations, but can also include recommended procedures such as colonoscopies and mammograms. The benchmark is set by the medical provider. The projections were established by averaging the last five years and projecting a 1.5 percent improvement.



The projections were established by averaging the last five years and projecting a one percent improvement. The benchmark is set by the medical provider.

PROGRAM DESCRIPTION

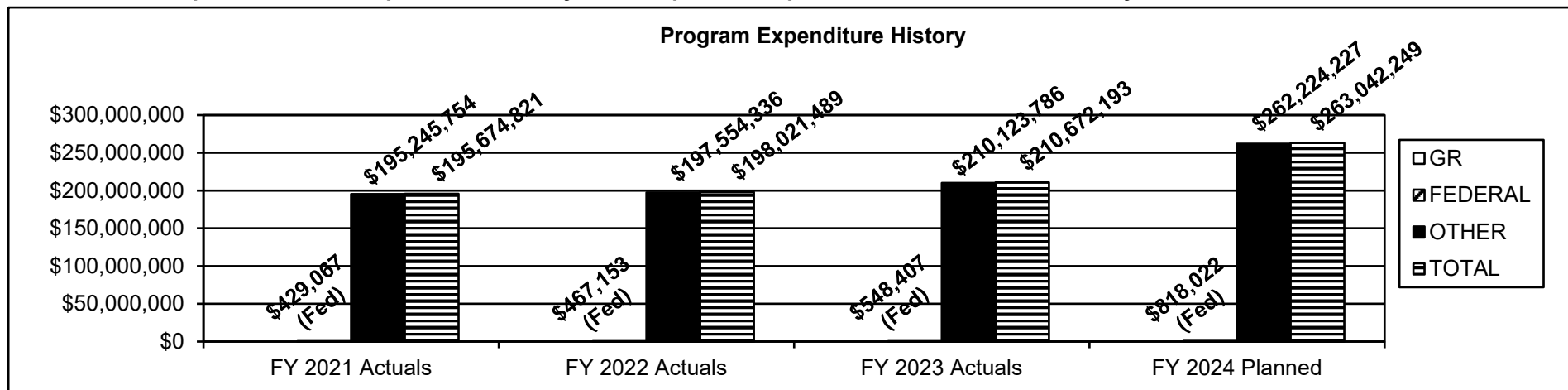
Department of Transportation

HB Section: 4.405

Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



4. What are the sources of the "Other" funds?

State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b) and (c), MO Constitution, Title 23 USC 130, 400-411, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230 and 622.015, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

Yes, this program is a federal mandate under the Affordable Care Act (ACA).

NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation	Budget Unit: <u>Multiple</u>
Division: Department Wide	
DI Name: Fringe Benefits Expansion DI# 1605022	HB Section: <u>4.405</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	11,000	5,500	16,500
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	11,000	5,500	16,500

FTE 0.00 0.00 0.00 0.00

HB 4	0	11,000	5,500	16,500
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HB 5	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Railroad Expense Fund (0659)

Non-Counts:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
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HB 5	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This item is for medical and life insurance due to rising costs. MoDOT's share of monthly medical insurance premiums for its employees ranges from \$417 to \$1,267 for calendar year 2023.

NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Fringe Benefits Expansion DI# 1605022	HB Section: 4.405

The fiscal year 2025 Fringe Benefits Expansion by fund is as follows:

Fringe Benefits	Increase	Fund
Medical & Life Insurance	\$1,000	Multimodal Operations Federal Fund
Medical & Life Insurance	\$10,000	Highway Safety Federal Fund
Medical & Life Insurance	\$5,500	Railroad Expense Fund
Total Fringe Benefits Expansion	\$16,500	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This increase is due to rising costs of approximately 12 percent.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req	Dept Req
	GR	GR	FED	FED	OTHER	OTHER	TOTAL	TOTAL	One-Time
Budget Object Class/Job Class	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE	DOLLARS
Benefits	0	0.0	11,000	0.0	5,500	0.0	16,500	0.0	0
Total PS	0	0.0	11,000	0.0	5,500	0.0	16,500	0.0	0
Grand Total	0	0.0	11,000	0.0	5,500	0.0	16,500	0.0	0

NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation
 Division: Department Wide
 DI Name: Fringe Benefits Expansion DI# 1605022

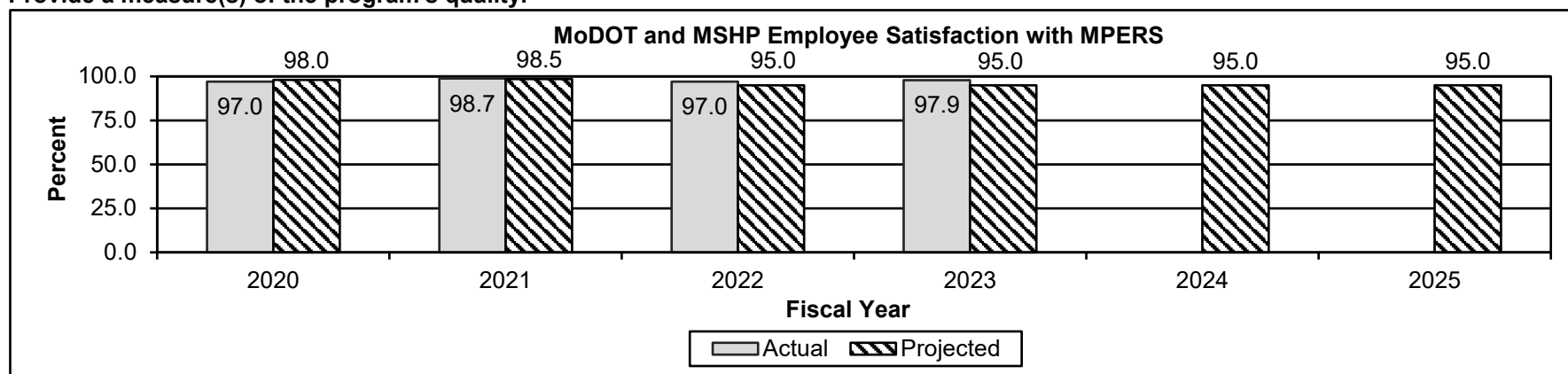
Budget Unit: Multiple
 HB Section: 4.405

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.

As of June 30, 2023 there were 4,206 active MoDOT employees, 4,714 retirees and 8,499 MoDOT dependents enrolled in the MoDOT/MSHP Medical Plan. MoDOT estimates approximately 200 employees will retire in calendar year 2023. As of June 30, 2023, there were 4,436 active MoDOT employees in the MoDOT and Patrol Employees' Retirement System (MPERS) retirement plan.

6b. Provide a measure(s) of the program's quality.



This chart shows the percent of employees who rated their satisfactions with MPERS as excellent. Data is collected through an online survey emailed to employees immediately after their interactions with MPERS. This measure includes all interactions with MPERS, including phone calls, emails, office visits, etc. The projections are based on MPERS goal of realizing outcomes of 95 percent satisfaction.

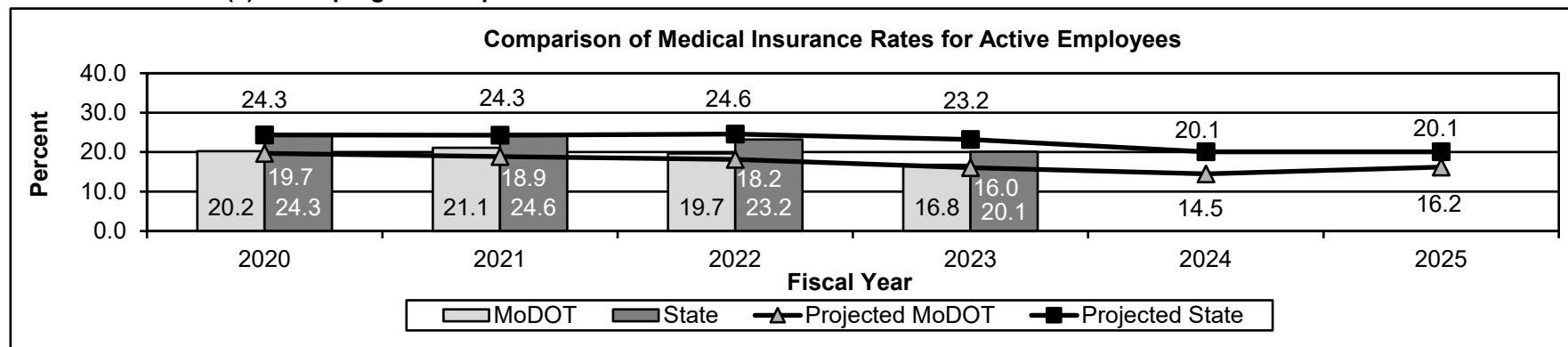
NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation
 Division: Department Wide
 DI Name: Fringe Benefits Expansion DI# 1605022

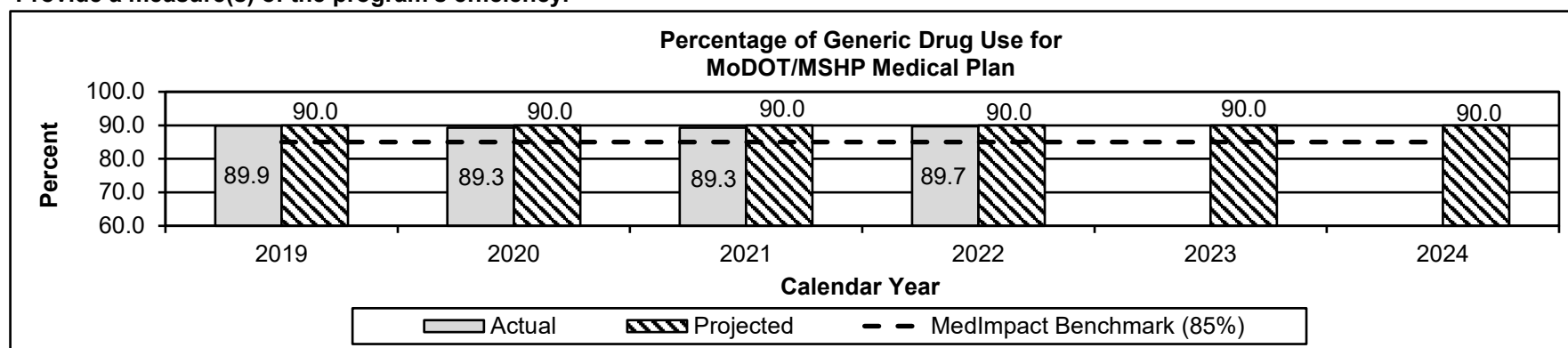
Budget Unit: Multiple
 HB Section: 4.405

6c. Provide a measure(s) of the program's impact.



MoDOT's medical insurance rates are calculated by dividing premium contributions by personal service costs. The medical insurance rates from the state are provided in the annual budget instructions. The projections for MoDOT's medical insurance rates were calculated by dividing estimated premium contributions by budgeted personal services costs. The projections for the state's medical insurance rates were provided in the annual budget instructions.

6d. Provide a measure(s) of the program's efficiency.



Data is provided by the prescription drug administrator and shows the increased use of generic prescriptions among plan participants. The projections are based on a five percent increase from the benchmark data provided by MedImpact.

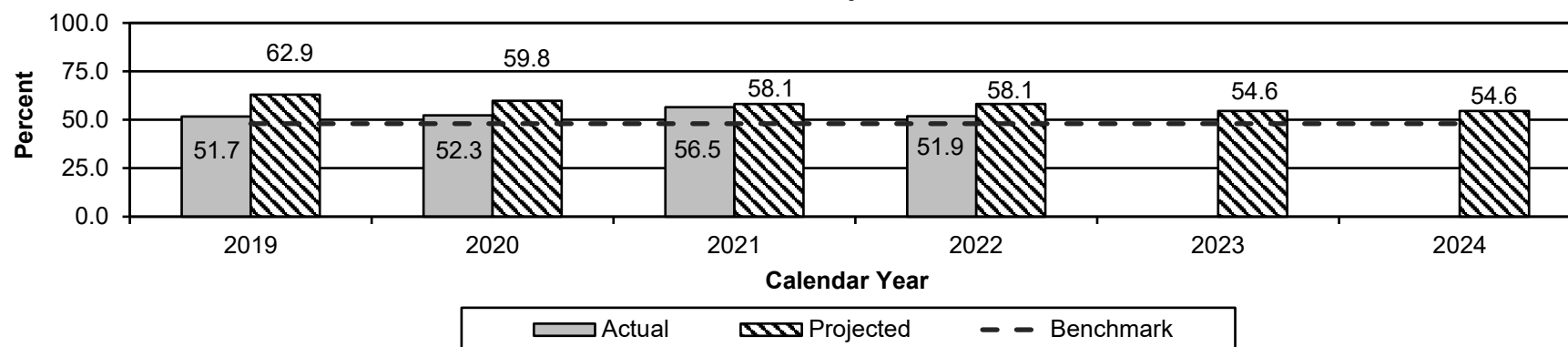
NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation

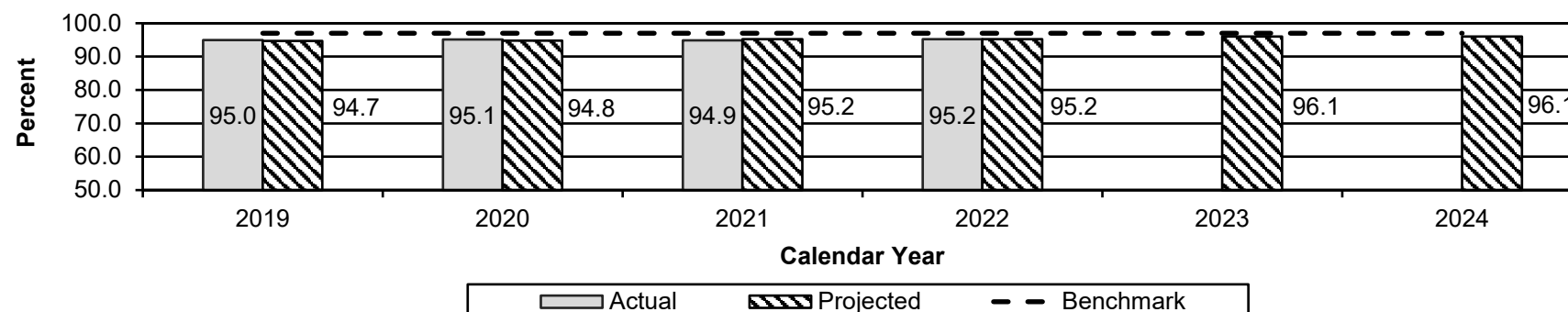
Budget Unit: MultipleDivision: Department WideDI Name: Fringe Benefits Expansion DI# 1605022HB Section: 4.405

Preventive Services Utilization by the MoDOT/MSHP Medical Plan



Preventive services primarily include annual physical exams and routine immunizations, but can also include recommended procedures such as colonoscopies and mammograms. The benchmark is set by the medical provider. The projections were established by averaging the last four years and projecting a 1.5 percent improvement.

Percent of In-Network Utilization Based on the Number of Claims



The projections were established by averaging the last four years and projecting a one percent improvement. The benchmark is set by the medical provider.

NEW DECISION ITEM

RANK: 22 OF 23

Department of Transportation	Budget Unit: Multiple
Division: Department Wide	
DI Name: Fringe Benefits Expansion DI# 1605022	HB Section: 4.405

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

The desired outcome is to provide adequate funding due to increases in medical and life insurance.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FRINGE BENEFITS								
Fringe Benefits - Medical NDI - 1605022								
BENEFITS	0	0.00	0	0.00	16,500	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	16,500	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$16,500	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$11,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$5,500	0.00		0.00

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
PERSONAL SERVICES								
STATE ROAD	72,393,692	1,106.84	88,938,770	1,309.43	88,938,770	1,309.43	0	0.00
TOTAL - PS	72,393,692	1,106.84	88,938,770	1,309.43	88,938,770	1,309.43	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	1,282,825,198	0.00	1,730,630,233	0.00	1,730,325,233	0.00	0	0.00
TOTAL - EE	1,282,825,198	0.00	1,730,630,233	0.00	1,730,325,233	0.00	0	0.00
PROGRAM-SPECIFIC								
STATE ROAD BOND FUND	159,081,466	0.00	201,259,881	0.00	201,259,881	0.00	0	0.00
STATE ROAD	200,868,068	0.00	348,337,637	0.00	348,642,637	0.00	0	0.00
TOTAL - PD	359,949,534	0.00	549,597,518	0.00	549,902,518	0.00	0	0.00
TOTAL	1,715,168,424	1,106.84	2,369,166,521	1,309.43	2,369,166,521	1,309.43	0	0.00
State Road Fund Increases - 1605099								
PERSONAL SERVICES								
STATE ROAD	0	0.00	0	0.00	8,489,052	66.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	8,489,052	66.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	0	0.00	0	0.00	277,000,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	277,000,000	0.00	0	0.00
PROGRAM-SPECIFIC								
STATE ROAD	0	0.00	0	0.00	12,945,933	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	12,945,933	0.00	0	0.00
TOTAL	0	0.00	0	0.00	298,434,985	66.00	0	0.00
GRAND TOTAL	\$1,715,168,424	1,106.84	\$2,369,166,521	1,309.43	\$2,667,601,506	1,375.43	\$0	0.00

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COMMISSION APPROVED ITEM

Department of Transportation					Budget Unit: <u>Program Delivery</u>				
Division: Program Delivery									
Core: Program Delivery					HB Section: <u>4.425</u>				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	88,938,770	88,938,770	PS	0	0	0	0
EE	0	0	1,730,630,233	1,730,630,233	EE	0	0	0	0
PSD	0	0	549,597,518	549,597,518	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	2,369,166,521	2,369,166,521	Total	0	0	0	0
FTE	0.00	0.00	1,309.43	1,309.43	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	68,605,171	68,605,171	HB 4	0	0	0	0
HB 5	0	0	6,839,391	6,839,391	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Road Fund (0320), State Road Bond Fund (0319)					Other Funds:				
2. CORE DESCRIPTION									
The appropriations include personal services, expense and equipment and program disbursements for planning, design, right of way acquisitions, contractor payments, pass-through funds to local entities and debt service on outstanding bonds associated with road and bridge construction. The proposed costs represent payments associated with awarded projects in the Missouri Highways and Transportation Commission-approved Statewide Transportation Improvement Program (STIP). The payments are for projects awarded in previous fiscal years, as well as the current fiscal year, because payments are made as contractors complete the work in the months after projects are awarded. These expenses, excluding debt service, are paid from the State Road Fund and later federally reimbursed by the Federal Highway Administration. Typically, 80 percent of these expenses are reimbursed with federal funding.									
3. PROGRAM LISTING (list programs included in this core funding)									
Planning, design, construction, rehabilitation & reconstruction of roads and bridges					Landscaping and other scenic beautification		District legal activities		
Construction and material inspection					Archaeological planning and research		Project monitoring		
Incidental costs in the purchase of right of way for construction					Environmental mitigation				
Research					Construction contract monitoring				
Motorist Assist Program					Transportation Management System				
Provide facilities for pedestrians and bicyclists					Historical preservation				

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: <u>Program Delivery</u>
Division: <u>Program Delivery</u>	
Core: <u>Program Delivery</u>	HB Section: <u>4.425</u>

The fiscal year 2025 Program Delivery budget by type and fund is as follows:

	Core	Fund
PS Program Delivery	\$88,938,770	State Road Fund
E&E Program Delivery	\$1,730,630,233	State Road Fund
Programs Program Delivery	\$230,948,656	State Road Fund
Debt Service on Bonds	\$117,388,981	State Road Fund
Debt Service on Bonds	\$201,259,881	State Road Bond Fund
	<u>\$2,369,166,521</u>	

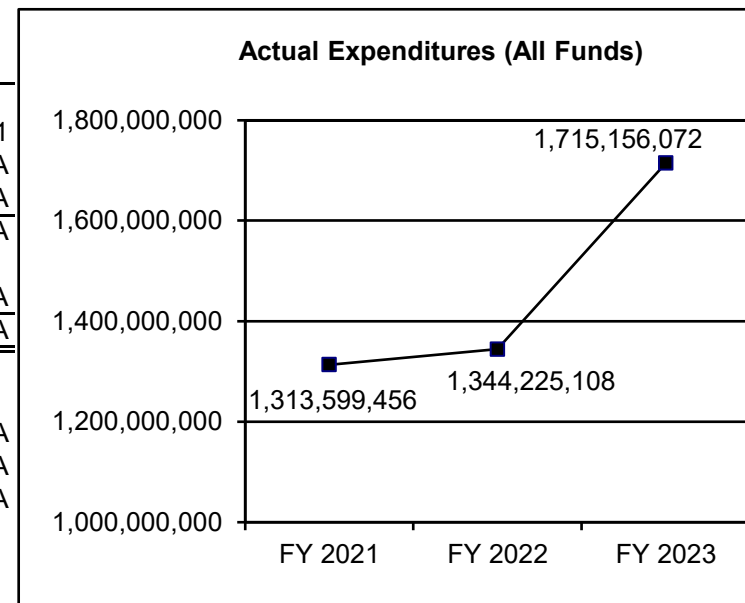
COMMISSION APPROVED ITEM

Department of Transportation

Budget Unit: Program DeliveryDivision: Program DeliveryCore: Program DeliveryHB Section: 4.425

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,768,359,045	1,823,460,551	1,982,729,270	2,369,166,521
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,768,359,045	1,823,460,551	1,982,729,270	N/A
Actual Expenditures (All Funds)	1,313,599,456	1,344,225,108	1,715,156,072	N/A
Unexpended (All Funds)	454,759,589	479,235,443	267,573,288	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	454,759,589	479,235,443	267,573,288	N/A
	(1)	(1)	(1)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance includes funds committed through purchase orders for items and services ordered, but not received by the end of the fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$5,925,285	\$7,765,793	\$16,043,787

FLEXIBILITY FORM

BUDGET UNIT NUMBER:	Multiple	DEPARTMENT:	Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME:	Multiple	DIVISION:	Department Wide
HOUSE BILL SECTION:	4.400, 4.405, 4.425, 4.450, 4.460, 4.475		

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
In fiscal year 2023, MoDOT used \$5,000 of flexibility in the State Transportation Fund, or 4.7 percent.	The General Assembly approved 20 percent flexibility between all MoDOT personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
The flexibility was used to pay for medical and life insurance fringe benefits for the remainder of the year.	N/A - Flexibility has not yet been used in the current year.

FLEXIBILITY FORM

BUDGET UNIT NUMBER: 60516C	DEPARTMENT: Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME: Program Delivery	
HOUSE BILL SECTION: 4.425	DIVISION: Program Delivery

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 50 percent flexibility for the State Road Fund and State Road Bond Fund for fiscal year 2025 between program expenses for debt service on bonds. This flexibility is requested to help manage scheduled debt service payments. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
N/A - Flexibility was not used in the prior year.	The General Assembly approved 50 percent flexibility between program expenses for debt service on bonds from the State Road Fund and State Road Bond Fund in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 50 percent flexibility between program expenses for debt service on bonds from the State Road Fund and State Road Bond Fund, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
N/A - Flexibility was not used in the prior year.	N/A - Flexibility has not yet been used in the current year.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**PROGRAM DELIVERY**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PS	1,309.43	0	0	88,938,770	88,938,770	
		EE	0.00	0	0	1,730,630,233	1,730,630,233	
		PD	0.00	0	0	549,597,518	549,597,518	
		Total	1,309.43	0	0	2,369,166,521	2,369,166,521	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#462]	EE	0.00	0	0	(305,000)	(305,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#462]	PD	0.00	0	0	305,000	305,000	BOBC reallocation based on historical actual expenditures
NET DEPARTMENT CHANGES			0.00	0	0	0	0	
DEPARTMENT CORE								
		PS	1,309.43	0	0	88,938,770	88,938,770	
		EE	0.00	0	0	1,730,325,233	1,730,325,233	
		PD	0.00	0	0	549,902,518	549,902,518	
		Total	1,309.43	0	0	2,369,166,521	2,369,166,521	
GOVERNOR'S RECOMMENDED CORE								
		PS	1,309.43	0	0	88,938,770	88,938,770	
		EE	0.00	0	0	1,730,325,233	1,730,325,233	
		PD	0.00	0	0	549,902,518	549,902,518	
		Total	1,309.43	0	0	2,369,166,521	2,369,166,521	

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
SR TRAFFIC SYSTEMS OPERATOR	92,579	2.07	95,853	2.00	95,853	2.00	0	0.00
RIGHT OF WAY TECHNICIAN	61,293	1.79	72,744	2.00	72,744	2.00	0	0.00
INCIDENT MANAGEMENT COORDINATR	136,052	2.04	143,284	2.00	143,284	2.00	0	0.00
ADMINISTRATIVE TECHNICIAN	593,800	16.61	855,810	10.00	855,810	10.00	0	0.00
SR ADMINISTRATIVE TECHNICIAN	569,342	13.83	390,528	9.00	390,528	9.00	0	0.00
SENIOR OFFICE ASSISTANT	62,786	1.94	243,933	6.00	243,933	6.00	0	0.00
EXECUTIVE ASSISTANT	285,424	7.11	424,455	10.00	424,455	10.00	0	0.00
SENIOR PLANNING TECHNICIAN	187,092	3.71	314,332	6.00	314,332	6.00	0	0.00
SUPPLY OFFICE ASSISTANT	37,218	1.00	39,790	1.00	39,790	1.00	0	0.00
SENIOR RIGHT OF WAY TECHNICIAN	59,661	1.19	95,576	2.00	95,576	2.00	0	0.00
MAINTENANCE TECHNICIAN	0	0.00	36,163	1.00	36,163	1.00	0	0.00
MATERIALS TESTING SUPERVISOR	181,806	3.05	191,898	3.00	191,898	3.00	0	0.00
MATERIALS TESTING SPECIALIST	159,471	3.01	220,833	4.00	220,833	4.00	0	0.00
TRAFFIC SYSTEMS SUPERVISOR	52,019	1.02	59,533	1.00	59,533	1.00	0	0.00
BRIDGE MAINTENANCE WORKER	432	0.02	0	0.00	0	0.00	0	0.00
DIV ADMIN SUPPORT SUPERVISOR	56,433	1.01	59,533	1.00	59,533	1.00	0	0.00
INTERMEDIATE MAINTENANCE WRKR	36,302	0.87	0	0.00	0	0.00	0	0.00
MOTORIST ASSISTANCE OPER SUPER	87,985	1.48	127,932	2.00	127,932	2.00	0	0.00
SENIOR CORE DRILL ASSISTANT	47,298	1.02	93,597	2.00	93,597	2.00	0	0.00
CORE DRILL ASSISTANT	30,274	0.76	219,132	5.00	219,132	5.00	0	0.00
CORE DRILL OPERATOR	77,015	1.52	108,583	2.00	108,583	2.00	0	0.00
MAINTENANCE WORKER	43,299	1.21	79,359	2.00	79,359	2.00	0	0.00
SENIOR MAINTENANCE WORKER	0	0.00	1,938	0.00	1,938	0.00	0	0.00
CORE DRILL SUPERINTENDENT	73,052	1.09	71,642	1.00	71,642	1.00	0	0.00
INTER CORE DRILL ASSISTANT	83,946	1.96	46,281	1.00	46,281	1.00	0	0.00
CORE DRILL SUPERVISOR	19,707	0.34	63,966	1.00	63,966	1.00	0	0.00
MOTORIST ASSISTANCE OPERATOR	1,426,971	32.04	1,720,742	31.00	1,720,742	31.00	0	0.00
MOTOR ASSISTANCE SHIFT SUPV	374,346	6.68	408,082	7.00	408,082	7.00	0	0.00
SENIOR MATERIALS TECHNICIAN	604,468	13.01	720,926	16.00	720,926	16.00	0	0.00
CONSTRUCTION TECHNICIAN	482,183	13.01	635,047	17.08	635,047	17.08	0	0.00
SR CONSTRUCTION TECHNICIAN	1,739,251	38.16	2,258,102	44.40	2,258,102	44.40	0	0.00
DESIGN TECHNICIAN	95,764	2.56	119,037	12.00	119,037	12.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
INTERMEDIATE DESIGN TECHNICN	188,838	4.68	215,754	5.00	215,754	5.00	0	0.00
INTER CONSTRUCTION TECH	789,036	19.54	1,089,940	26.00	1,089,940	26.00	0	0.00
SENIOR DESIGN TECHNICIAN	480,276	10.02	650,578	11.00	650,578	11.00	0	0.00
MATERIALS TECHNICIAN	40,499	1.03	187,453	5.00	187,453	5.00	0	0.00
INTER MATERIALS TECH	410,115	10.10	502,890	12.00	502,890	12.00	0	0.00
SURVEY TECHNICIAN	134,852	3.69	332,754	9.00	332,754	9.00	0	0.00
INTERMEDIATE SURVEY TECHNICIAN	127,261	3.19	0	0.00	0	0.00	0	0.00
SENIOR SURVEY TECHNICIAN	434,509	8.80	540,739	11.00	540,739	11.00	0	0.00
LAND SURVEYOR IN TRAINING	383,894	7.73	326,924	6.00	326,924	6.00	0	0.00
LAND SURVEY COORDINATOR	75,472	1.00	80,239	1.00	80,239	1.00	0	0.00
DISTRICT LAND SURVEY MANAGER	524,810	6.98	561,674	7.00	561,674	7.00	0	0.00
SENIOR FIELD ACQUISITION TECHN	223,027	4.69	311,121	6.00	311,121	6.00	0	0.00
INTER FLD ACQUISITION TECH	88,045	2.34	92,179	2.00	92,179	2.00	0	0.00
LEAD FIELD ACQUISITION TECH	97,189	1.76	119,067	2.00	119,067	2.00	0	0.00
TR SIGNAL AND LIGHTING TECHNIC	36,890	0.84	0	0.00	0	0.00	0	0.00
LAND SURVEY SUPERVISOR	430,881	6.49	358,210	5.00	358,210	5.00	0	0.00
LAND SURVEYOR	371,032	6.44	555,117	16.18	555,117	16.18	0	0.00
SENIOR CADD SUPPORT SPECIALIST	13,308	0.21	71,642	1.00	71,642	1.00	0	0.00
SENIOR TRAFFIC SPECIALIST	52,043	1.02	54,664	1.00	54,664	1.00	0	0.00
FABRICATION TECHNICIAN	47,998	0.93	61,659	1.00	61,659	1.00	0	0.00
STRUCTURAL ANALYST	173,466	3.17	174,248	3.00	174,248	3.00	0	0.00
SENIOR STRUCTURAL TECHNICIAN	7,852	0.17	35,949	1.00	35,949	1.00	0	0.00
CONSTRUCTION CONTRACT ADMINIST	51,904	1.00	55,208	1.00	55,208	1.00	0	0.00
SR ACCOUNT TECHNICIAN	0	0.00	411	0.00	411	0.00	0	0.00
DIST FINAL PLANS & REP PROC	253,156	5.14	403,249	7.00	403,249	7.00	0	0.00
FINAL PLANS REVIEWER	57,649	1.00	61,124	1.00	61,124	1.00	0	0.00
FLD ACQUISITION COORDINATOR	57,934	0.92	66,693	1.00	66,693	1.00	0	0.00
STRUCTURAL SPECIALIST	317,646	6.02	335,635	6.00	335,635	6.00	0	0.00
DISTRICT UTILITIES MANAGER	150,230	1.99	160,478	2.00	160,478	2.00	0	0.00
SR FABRICATION TECHNICIAN	161,332	2.09	143,284	2.00	143,284	2.00	0	0.00
INTER STRUCTURAL TECHNICIAN	82,176	2.02	142,842	3.00	142,842	3.00	0	0.00
STRUCTURAL TECHNICIAN	109,468	2.83	196,899	5.07	196,899	5.07	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
BRIDGE INVENTORY ANALYST	137,204	3.00	145,346	3.00	145,346	3.00	0	0.00
MARKET ANALYSIS COORDINATOR	75,267	1.00	80,239	1.00	80,239	1.00	0	0.00
INT INFO SYSTEMS TECHNOLOGIST	15,387	0.29	0	0.00	0	0.00	0	0.00
CIVIL RIGHTS SPECIALIST	70,807	1.46	50,884	1.00	50,884	1.00	0	0.00
INT CIVIL RIGHTS SPECIALIST	58,701	1.14	217,662	4.00	217,662	4.00	0	0.00
SR CIVIL RIGHTS SPECIALIST	234,357	4.00	299,784	4.00	299,784	4.00	0	0.00
SR ENVIRNMENTAL SPECIALIST	184,080	2.88	202,370	3.00	202,370	3.00	0	0.00
HISTORIC PRESERVATION SPECIALI	83,386	1.76	101,766	2.00	101,766	2.00	0	0.00
INTERMEDIATE CHEMIST	24,258	0.50	0	0.00	0	0.00	0	0.00
INTRM HISTORIC PRESERVATION SP	13,684	0.25	0	0.00	0	0.00	0	0.00
SENIOR GIS SPECIALIST	392,047	6.41	453,342	7.00	453,342	7.00	0	0.00
SR HISTORIC PRESERVATION SPECI	427,306	6.84	467,882	7.00	467,882	7.00	0	0.00
SENIOR PARALEGAL	220,478	3.67	314,265	5.00	314,265	5.00	0	0.00
TRANSPORTATION PLANNING SPECIA	396,786	5.75	524,721	7.00	524,721	7.00	0	0.00
PARALEGAL	68,420	1.41	50,884	1.00	50,884	1.00	0	0.00
INTERMEDIATE PARALEGAL	100,326	2.02	106,858	2.00	106,858	2.00	0	0.00
SENIOR CHEMIST	190,279	2.99	254,165	4.00	254,165	4.00	0	0.00
CONSTR MANGMNT SYSTEMS ADMINIS	84,349	1.00	89,868	1.00	89,868	1.00	0	0.00
TRANSP MGT SYS ADMINISTRATOR	337,131	4.00	359,471	4.00	359,471	4.00	0	0.00
DATA REPORT ANALYST	47,846	0.92	0	0.00	0	0.00	0	0.00
INT DATA REPORT ANALYST	49,720	1.00	52,755	1.00	52,755	1.00	0	0.00
DESIGN MGT SYSTEMS ADMINISTRAT	84,462	1.00	89,868	1.00	89,868	1.00	0	0.00
EXTERNAL CIVIL RIGHTS MANAGER	75,317	1.00	80,239	1.00	80,239	1.00	0	0.00
SR HISTORIC PRESERV SPEC-NSS	123,112	2.00	130,728	2.00	130,728	2.00	0	0.00
ENVIRONMENTAL SPECIALIST-SS	0	0.00	2,133	0.00	2,133	0.00	0	0.00
SR ENVIRNMENTAL SPEC-SS	455,549	7.58	565,535	9.00	565,535	9.00	0	0.00
STORMWATER COMPLIANCE COORDIN/	77,401	1.11	75,994	1.00	75,994	1.00	0	0.00
INT HISTORIC PRESERV SPEC-NSS	49,720	1.00	53,837	1.00	53,837	1.00	0	0.00
ASST TO STATE DESIGN ENGR - RW	22,177	0.21	120,866	1.00	120,866	1.00	0	0.00
ASST TRANSP PLANNING DIRECTOR	22,394	0.21	120,866	1.00	120,866	1.00	0	0.00
POLICY/INNOVATION PROGRAM MGR.	86,183	1.00	100,652	1.00	100,652	1.00	0	0.00
ASSISTANT COUNSEL	48,305	0.69	0	0.00	0	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
ASSOCIATE COUNSEL	61,630	0.79	0	0.00	0	0.00	0	0.00
TRANSPORTATION PLANNER	259,881	5.34	0	0.00	0	0.00	0	0.00
INTER TRANSPORTATION PLANNER	78,151	1.42	0	0.00	0	0.00	0	0.00
SR TRANSPORTATION PLANNER	726,674	11.70	0	0.00	0	0.00	0	0.00
TRANSP PLANNING COORDINATOR	235,740	3.16	0	0.00	0	0.00	0	0.00
PLANNING AND PROGRAMMING COORD	169,692	1.58	0	0.00	0	0.00	0	0.00
GIS SPECIALIST	66,570	1.38	146,334	3.00	146,334	3.00	0	0.00
ENVIRONMENTAL CHEMIST	296,066	4.00	313,926	4.00	313,926	4.00	0	0.00
TRANS SYSTEM ANALYSIS COORD	105,539	1.00	112,731	1.00	112,731	1.00	0	0.00
INTER R/W SPECIALIST	270,341	5.34	380,165	7.00	380,165	7.00	0	0.00
PROFESSIONAL SERVICES COORD	75,267	1.00	80,239	1.00	80,239	1.00	0	0.00
COMMUNICATIONS COORDINATOR	70,542	1.00	74,806	1.00	74,806	1.00	0	0.00
TRANSPORTATION DATA ANALYST	0	0.00	60,174	1.00	60,174	1.00	0	0.00
ENVIRONMENTAL COMPLNC MANAGER	151,277	2.02	160,478	2.00	160,478	2.00	0	0.00
INFO SYSTEMS TECHNOLOGIST	12,406	0.27	50,884	1.00	50,884	1.00	0	0.00
SR INFO SYSTEMS TECHNOLOGIST	112,257	2.00	173,961	3.00	173,961	3.00	0	0.00
SR R/W SPECIALIST	1,080,414	17.98	1,166,479	18.02	1,166,479	18.02	0	0.00
RIGHT OF WAY SPECIALIST	266,260	5.58	407,064	6.00	407,064	6.00	0	0.00
CHEMICAL LABORATORY DIRECTOR	94,341	1.00	100,652	1.00	100,652	1.00	0	0.00
ASST RIGHT OF WAY MNGR-CERTIFI	75,464	1.00	80,239	1.00	80,239	1.00	0	0.00
ASSISTANT RIGHT OF WAY MANAGER	75,317	1.00	80,239	1.00	80,239	1.00	0	0.00
RIGHT OF WAY MANAGER	658,017	6.98	704,563	7.00	704,563	7.00	0	0.00
CHEMIST	64,672	1.35	50,884	1.00	50,884	1.00	0	0.00
RIGHT OF WAY LIAISON	188,563	2.00	192,484	2.00	192,484	2.00	0	0.00
CERTIFIED APPRAISER	403,242	5.90	468,777	13.01	468,777	13.01	0	0.00
CONTRACT MONITORING SPECIALIST	55,671	1.00	59,086	1.00	59,086	1.00	0	0.00
DESIGN LIAISON ENGINEER	377,525	3.95	464,413	5.00	464,413	5.00	0	0.00
SPRVING BRIDGE INSPECTION EN	105,663	1.00	112,731	1.00	112,731	1.00	0	0.00
ESTIMATE AND REVIEW ENGINEER	84,521	1.00	89,868	1.00	89,868	1.00	0	0.00
SR RESEARCH ANALYST	154,160	2.21	147,689	2.00	147,689	2.00	0	0.00
INTERMEDIATE RESEARCH ANALYST	49,869	0.79	68,374	1.00	68,374	1.00	0	0.00
PAVEMENT SPECIALIST	119,093	2.03	126,619	2.00	126,619	2.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
PROGRAM DELIVERY								
CORE								
TRAFFIC CENTER MANAGER	211,224	2.01	225,460	2.00	225,460	2.00	0	0.00
DESIGN SUPPORT ENGINEER	84,778	1.00	89,868	1.00	89,868	1.00	0	0.00
TRAFFIC MNGMNT & OPERATION ENG	26,227	0.31	0	0.00	0	0.00	0	0.00
INTERMED GEOTECHNICAL SPECIA	65,034	1.04	68,374	1.00	68,374	1.00	0	0.00
CONST & MATERIALS LIAISON ENGR	295,918	3.01	318,750	3.00	318,750	3.00	0	0.00
NON-MOTORIZED TRANSP ENGINEER	0	0.00	71,643	1.00	71,643	1.00	0	0.00
STRCTURAL PRELIM & REVIEW ENGR	105,880	1.00	112,731	1.00	112,731	1.00	0	0.00
SENIOR PROJECT REVIEWER	86,562	1.08	85,138	1.00	85,138	1.00	0	0.00
INTERMEDIATE PROJECT REVIEWER	195,260	3.05	205,122	3.00	205,122	3.00	0	0.00
PROJECT REVIEWER	59,227	1.00	63,309	1.00	63,309	1.00	0	0.00
SENIOR ESTIMATOR	224,578	2.99	239,742	3.00	239,742	3.00	0	0.00
STANDARDS SPECIALIST	206,579	2.96	225,295	3.00	225,295	3.00	0	0.00
POLICY & INNOVATIONS ENGINEER	77,903	0.75	112,731	1.00	112,731	1.00	0	0.00
ASST STATE DESIGN ENGR - LPA	22,109	0.21	120,866	1.00	120,866	1.00	0	0.00
SR STRUCTURAL ENGINEER	278,353	3.37	449,902	5.00	449,902	5.00	0	0.00
AST DISTRICT CONSTR & MATER EN	235,559	2.79	553,738	7.00	553,738	7.00	0	0.00
DISTRICT CONST & MATERIALS ENG	823,199	7.78	901,840	8.00	901,840	8.00	0	0.00
ASSISTANT TO THE RESIDENT ENGI	971,641	11.58	1,168,280	13.00	1,168,280	13.00	0	0.00
COMPUTER AIDED DRFT SUPPRT ENG	84,582	1.00	89,868	1.00	89,868	1.00	0	0.00
RESEARCH ADMIN ENGINEER	105,398	1.00	112,731	1.00	112,731	1.00	0	0.00
BRIDGE RATING & INVENT ENGR	94,534	1.00	100,652	1.00	100,652	1.00	0	0.00
STRUCTURAL HYDRAULICS ENGINEER	104,763	0.99	112,731	2.00	112,731	2.00	0	0.00
TRANSPORTATION PROJECT MGR	3,331,347	37.15	3,741,733	32.00	3,741,733	32.00	0	0.00
PAVEMENT ENGINEER	10,518	0.12	0	0.00	0	0.00	0	0.00
DISTRICT DESIGN ENGINEER	710,293	6.72	783,710	7.00	783,710	7.00	0	0.00
ROADSIDE DESIGN SPECIALIST	71,968	0.96	82,159	1.00	82,159	1.00	0	0.00
GEOLOGIST	360,507	4.38	449,339	5.00	449,339	5.00	0	0.00
TRANSP PLANNING COORDINATOR	59,385	0.84	320,956	4.00	320,956	4.00	0	0.00
DISTRICT PLANNING MANAGER	674,321	7.16	704,924	7.00	704,924	7.00	0	0.00
STRUCTURAL RESOURCE MANAGER	103,161	0.97	112,731	1.00	112,731	1.00	0	0.00
INT TR STUDIES SPECIALIST	33,862	0.54	130,738	2.00	130,738	2.00	0	0.00
STRUCTURAL PROJECT MANAGER	449,799	5.10	479,097	5.00	479,097	5.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PROGRAM DELIVERY								
CORE								
CADD SERVICES ENGINEER	105,954	1.00	112,731	1.00	112,731	1.00	0	0.00
SENIOR MATERIALS SPECIALIST	139,650	2.01	147,689	2.00	147,689	2.00	0	0.00
INTER CONST INSPECTOR	2,006,249	31.50	2,719,198	39.00	2,719,198	39.00	0	0.00
INTER HIGHWAY DESIGNER	1,101,333	17.16	1,361,176	26.10	1,361,176	26.10	0	0.00
INTER STRUCTURAL DESIGNER	33,102	0.50	0	0.00	0	0.00	0	0.00
CADD SUPPORT ANALYST	115,183	1.54	160,478	2.00	160,478	2.00	0	0.00
OFF-SYSTEM PLANS REVIEWER	139,466	2.01	147,689	2.00	147,689	2.00	0	0.00
INTER MATERIALS SPEC	14,162	0.23	68,374	1.00	68,374	1.00	0	0.00
TRAFFIC OPERATIONS ENGINEER	38,440	0.44	92,018	1.00	92,018	1.00	0	0.00
COMPUTER LIAISON, DESIGN	69,337	1.00	73,844	1.00	73,844	1.00	0	0.00
ASST STATE CO AND MA ENGINEER	34,055	0.31	218,550	2.00	218,550	2.00	0	0.00
ASSISTANT STATE DESIGN ENGIN	22,700	0.21	120,866	1.00	120,866	1.00	0	0.00
CONSTRUCTION INSPECTOR	2,814,843	48.20	4,407,903	59.86	4,407,903	59.86	0	0.00
STRUCTURAL LIAISON ENGINEER	364,488	3.93	483,161	5.00	483,161	5.00	0	0.00
TRANSP PROJECT DESIGNER	2,647,687	31.41	2,788,050	40.00	2,788,050	40.00	0	0.00
SENIOR TRAFFIC STUDIES SPECIAL	294,106	4.25	369,221	6.00	369,221	6.00	0	0.00
DISTRICT UTILITIES ENGINEER	326,706	3.99	344,527	8.00	344,527	8.00	0	0.00
BID & CONTRACT SERVICE ENGR	105,663	1.00	112,731	1.00	112,731	1.00	0	0.00
FIELD MATERIALS ENGR	252,745	3.08	354,149	3.00	354,149	3.00	0	0.00
INTER MATERIALS INSPECTOR	677,327	10.59	680,588	9.00	680,588	9.00	0	0.00
SENIOR MATERIALS INSPECTOR	1,442,999	20.82	1,794,780	27.00	1,794,780	27.00	0	0.00
SR GEOTECHNICAL SPECIALIST	69,291	1.00	73,844	1.00	73,844	1.00	0	0.00
HIGHWAY DESIGNER	1,104,873	18.55	1,628,022	29.18	1,628,022	29.18	0	0.00
MATERIALS INSPECTOR	474,950	8.16	873,906	14.00	873,906	14.00	0	0.00
PHYSICAL LABORATORY DIRECTOR	105,464	1.00	112,731	1.00	112,731	1.00	0	0.00
INTER TRANSPORTATION PLANNER	31,047	0.58	236,494	4.00	236,494	4.00	0	0.00
RESIDENT ENGINEER	2,697,657	28.59	3,019,556	34.00	3,019,556	34.00	0	0.00
SR CONSTRUCTION INSPECTOR	7,969,676	114.12	9,469,214	123.94	9,469,214	123.94	0	0.00
SENIOR HIGHWAY DESIGNER	5,241,778	75.32	5,950,428	74.28	5,950,428	74.28	0	0.00
SR TRANSPORTATION PLANNER	295,205	4.96	1,159,690	17.00	1,159,690	17.00	0	0.00
BRIDGE LOC & LAYOUT DESIGNER	235,102	3.09	402,220	5.07	402,220	5.07	0	0.00
SR STRUCTURAL DESIGNER	470,683	6.74	816,798	11.00	816,798	11.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
PROGRAM DELIVERY								
CORE								
GEOTECHNICAL ENGINEER	102,778	1.24	271,753	3.00	271,753	3.00	0	0.00
GEOTECHNICAL DIRECTOR	104,613	0.99	112,731	1.00	112,731	1.00	0	0.00
GEOTECHNICAL SPECIALIST	85,584	1.45	63,309	1.00	63,309	1.00	0	0.00
STRUCT DEV & SUPPORT ENGR	105,398	1.00	112,731	1.00	112,731	1.00	0	0.00
STRUCTURAL DESIGNER	354,471	5.99	491,326	8.22	491,326	8.22	0	0.00
TRAFFIC STUDIES SPECIALIST	35,984	0.59	59,727	1.00	59,727	1.00	0	0.00
ASST STATE BRIDGE ENGINEER	22,394	0.21	120,866	1.00	120,866	1.00	0	0.00
TRANSPORTATION PLANNER	88,606	1.89	470,251	9.02	470,251	9.02	0	0.00
BRIDGE INSPECTION ENGINEER	0	0.00	7,435	0.00	7,435	0.00	0	0.00
FABRICATION OPERATIONS ENGR	105,880	1.00	112,731	1.00	112,731	1.00	0	0.00
BRIDGE MANAGEMENT ENGINEER	106,076	1.00	112,731	1.00	112,731	1.00	0	0.00
DISTRICT DESIGN LIAISON	0	0.00	76,073	1.00	76,073	1.00	0	0.00
PLANNING AND PROGRAMMING COORD	41,603	0.42	225,460	2.00	225,460	2.00	0	0.00
ORGANIZATIONAL PERFORMANCE SPE	75,317	1.00	80,239	1.00	80,239	1.00	0	0.00
ENVIRONMENTAL & HIST PRESV MGR	105,334	1.00	112,731	1.00	112,731	1.00	0	0.00
HISTORIC PRESERVATION MANAGER	84,644	1.00	89,868	1.00	89,868	1.00	0	0.00
DEPUTY PROJECT DIRECTOR	85,679	0.96	280,674	3.00	280,674	3.00	0	0.00
SURVEY INTERN	8,001	0.24	0	0.00	0	0.00	0	0.00
GEOLOGY INTERN	10,739	0.27	0	0.00	0	0.00	0	0.00
ASSISTANT REGIONAL COUNSEL	0	0.00	92,973	1.00	92,973	1.00	0	0.00
SR OFFICE ASSISTANT-TPT	32,111	0.82	64,066	3.00	64,066	3.00	0	0.00
ASST STATE BRIDGE ENGINEER	90,848	0.79	0	0.00	0	0.00	0	0.00
ASST STATE CO AND MA ENGINEER	44,518	0.38	0	0.00	0	0.00	0	0.00
ASST STATE DESIGN ENGR - LPA	90,889	0.79	0	0.00	0	0.00	0	0.00
ASSISTANT STATE DESIGN ENGIN	90,848	0.79	0	0.00	0	0.00	0	0.00
ASST TO STATE DESIGN ENGR - RW	90,848	0.79	0	0.00	0	0.00	0	0.00
ASST TRANSP PLANNING DIRECTOR	90,923	0.79	0	0.00	0	0.00	0	0.00
ADMIN PROFESSIONAL - TPT	62,760	1.00	89,637	3.00	89,637	3.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	96,640	2.25	134,552	6.00	134,552	6.00	0	0.00
CORE DRILL ASSISTANT - TPT	23,144	0.41	0	0.00	0	0.00	0	0.00
BRIDGE INSPECTION TECH-TPT	29,185	0.48	32,231	1.00	32,231	1.00	0	0.00
ENGINEERING PROFESSIONAL - TPT	543,364	7.18	656,919	2.00	656,919	2.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
PROGRAM DELIVERY								
CORE								
ENGINEERING PROF - TPT/SSPD	379,244	5.61	563,542	1.00	563,542	1.00	0	0.00
ENGINEERING TECHNICIAN - TPT	49,878	0.89	94,965	3.00	94,965	3.00	0	0.00
ENGINEERING TECHNICIAN-TPT/SS	0	0.00	63,309	2.00	63,309	2.00	0	0.00
ENGINEERING TECH - TPT/SSPD	56,652	1.09	63,309	2.00	63,309	2.00	0	0.00
ENVIRONMENTAL SPECIALIST - TPT	18,203	0.36	26,702	1.00	26,702	1.00	0	0.00
LAND SURVEYOR - TPT	25,548	0.43	64,087	2.00	64,087	2.00	0	0.00
PLANNING TECHNICIAN - TPT	31,031	0.62	26,080	1.00	26,080	1.00	0	0.00
RIGHT OF WAY SPEC IALIST - TPT	151,901	2.43	230,339	7.00	230,339	7.00	0	0.00
ENVIRONMENTAL INTERN	1,468	0.04	0	0.00	0	0.00	0	0.00
ENGINEERING TECHNICIAN INTERN	24,116	0.72	0	0.00	0	0.00	0	0.00
PRE-COLLEGE FIELD INTERN	2,447	0.07	0	0.00	0	0.00	0	0.00
STATE BRIDGE ENGINEER	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
STATE DESIGN ENGINEER	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
STATE CO & MA ENGINEER	125,517	1.00	134,350	1.00	134,350	1.00	0	0.00
ASSISTANT CHIEF ENGINEER	151,285	1.00	160,491	1.00	160,491	1.00	0	0.00
TRANSPORTATION PLANNING DIR	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
CHEMIST INTERN	14,542	0.40	19,082	0.00	19,082	0.00	0	0.00
MATERIALS INTERN	28,971	0.73	65,366	3.00	65,366	3.00	0	0.00
TRAFFIC INTERN	9,040	0.23	0	0.00	0	0.00	0	0.00
PLANNING INTERN	4,955	0.14	19,082	1.00	19,082	1.00	0	0.00
PROJECT DIRECTOR	642,058	6.24	339,462	3.00	339,462	3.00	0	0.00
HISTORIC PRESERVATION INTERN	10,141	0.26	0	0.00	0	0.00	0	0.00
EXTERNAL CIVIL RIGHTS DIRECTOR	119,562	1.00	126,908	1.00	126,908	1.00	0	0.00
CONSTRUCTION INTERN	286,154	6.93	371,041	6.00	371,041	6.00	0	0.00
DESIGN INTERN	163,743	4.04	217,361	10.00	217,361	10.00	0	0.00
BRIDGE INTERN	50,920	1.27	85,059	4.00	85,059	4.00	0	0.00
REGIONAL COUNSEL	311,982	2.46	533,003	3.00	533,003	3.00	0	0.00
ASSISTANT COUNSEL	14,280	0.21	139,385	2.00	139,385	2.00	0	0.00
TOTAL - PS	72,393,692	1,106.84	88,938,770	1,309.43	88,938,770	1,309.43	0	0.00
TRAVEL, IN-STATE	563,089	0.00	1,010,555	0.00	1,010,555	0.00	0	0.00
TRAVEL, OUT-OF-STATE	108,799	0.00	99,740	0.00	99,740	0.00	0	0.00
FUEL & UTILITIES	890,949	0.00	930,422	0.00	931,522	0.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
PROGRAM DELIVERY								
CORE								
SUPPLIES	3,440,586	0.00	2,649,856	0.00	2,169,856	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	550,297	0.00	1,857,125	0.00	772,125	0.00	0	0.00
COMMUNICATION SERV & SUPP	821,664	0.00	2,439,529	0.00	2,439,529	0.00	0	0.00
PROFESSIONAL SERVICES	104,446,719	0.00	62,450,662	0.00	79,470,662	0.00	0	0.00
HOUSEKEEPING & JANITORIAL SERV	144,409	0.00	128,748	0.00	148,748	0.00	0	0.00
M&R SERVICES	1,028,386	0.00	857,645	0.00	857,645	0.00	0	0.00
COMPUTER EQUIPMENT	836,742	0.00	518,868	0.00	518,868	0.00	0	0.00
MOTORIZED EQUIPMENT	0	0.00	12,000	0.00	147,000	0.00	0	0.00
OFFICE EQUIPMENT	188,712	0.00	68,174	0.00	68,174	0.00	0	0.00
OTHER EQUIPMENT	988,860	0.00	1,471,998	0.00	1,471,998	0.00	0	0.00
PROPERTY & IMPROVEMENTS	1,168,553,826	0.00	1,655,343,827	0.00	1,639,427,727	0.00	0	0.00
BUILDING LEASE PAYMENTS	55,276	0.00	86,094	0.00	86,094	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	5,626	0.00	44,422	0.00	44,422	0.00	0	0.00
MISCELLANEOUS EXPENSES	201,258	0.00	660,568	0.00	660,568	0.00	0	0.00
TOTAL - EE	1,282,825,198	0.00	1,730,630,233	0.00	1,730,325,233	0.00	0	0.00
PROGRAM DISTRIBUTIONS	108,484,919	0.00	216,669,636	0.00	216,694,636	0.00	0	0.00
DEBT SERVICE	245,774,602	0.00	328,928,215	0.00	328,908,215	0.00	0	0.00
REFUNDS	5,690,013	0.00	3,999,667	0.00	4,299,667	0.00	0	0.00
TOTAL - PD	359,949,534	0.00	549,597,518	0.00	549,902,518	0.00	0	0.00
GRAND TOTAL	\$1,715,168,424	1,106.84	\$2,369,166,521	1,309.43	\$2,369,166,521	1,309.43	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$1,715,168,424	1,106.84	\$2,369,166,521	1,309.43	\$2,369,166,521	1,309.43		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.425

Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery

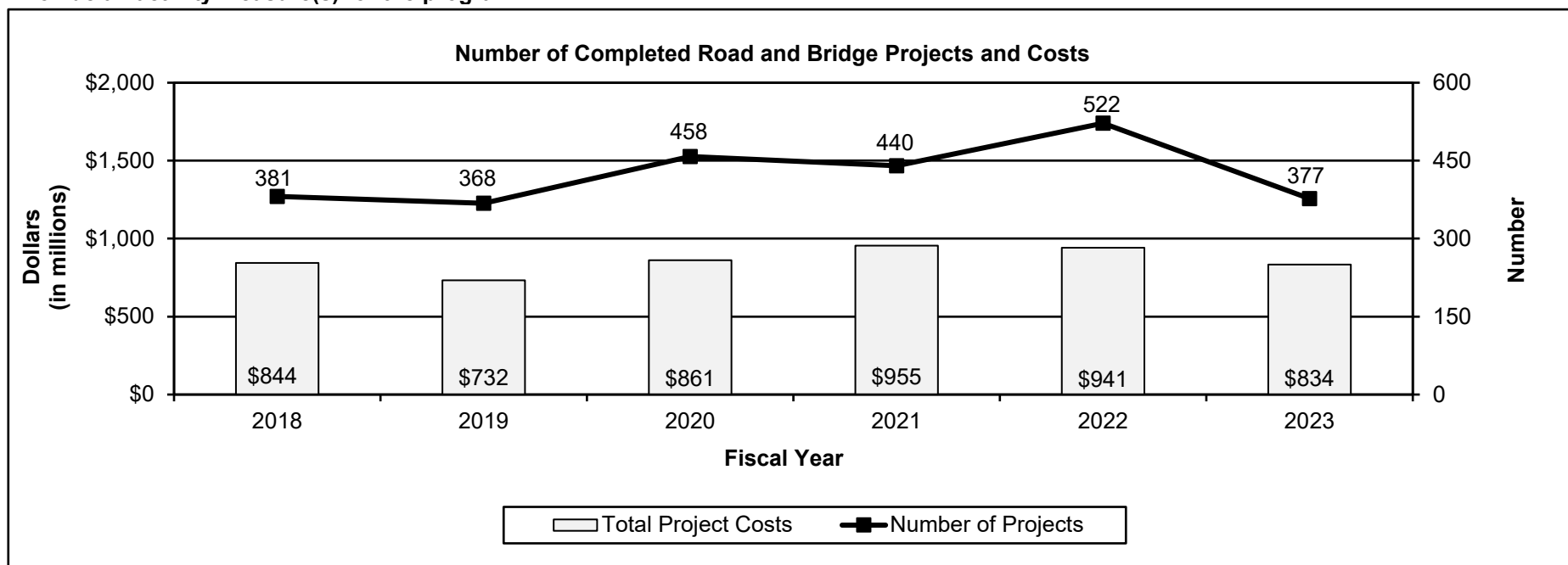
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects, operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program includes personal services, expense and equipment and program disbursements for planning, design, right of way acquisitions, contractor payments, federal pass-through funds to local entities and debt service on outstanding bonds associated with road and bridge construction. The proposed costs represent payments associated with awarded projects in the Commission-approved Statewide Transportation Improvement Program (STIP). The payments are for projects awarded in previous fiscal years, as well as the current fiscal year, because payments are made as contractors complete the work in the months after projects are awarded.

2a. Provide an activity measure(s) for the program.



PROGRAM DESCRIPTION

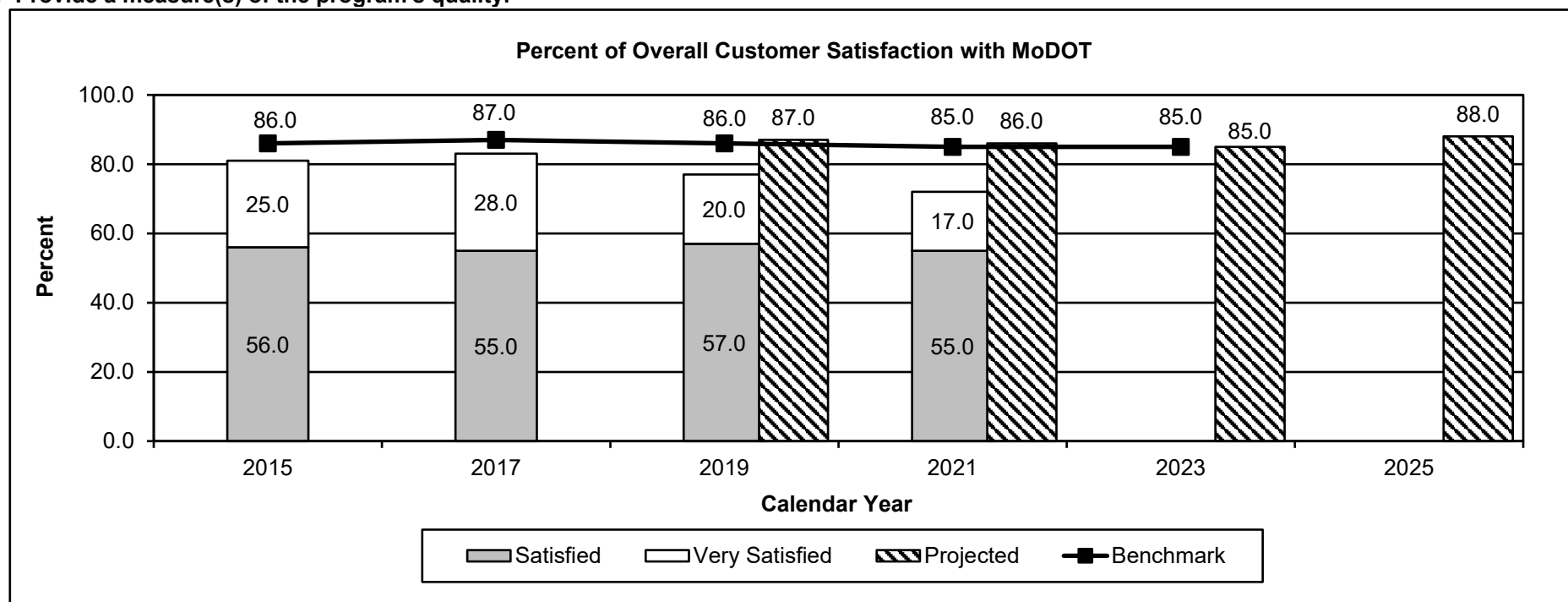
Department of Transportation

HB Section: 4.425

Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

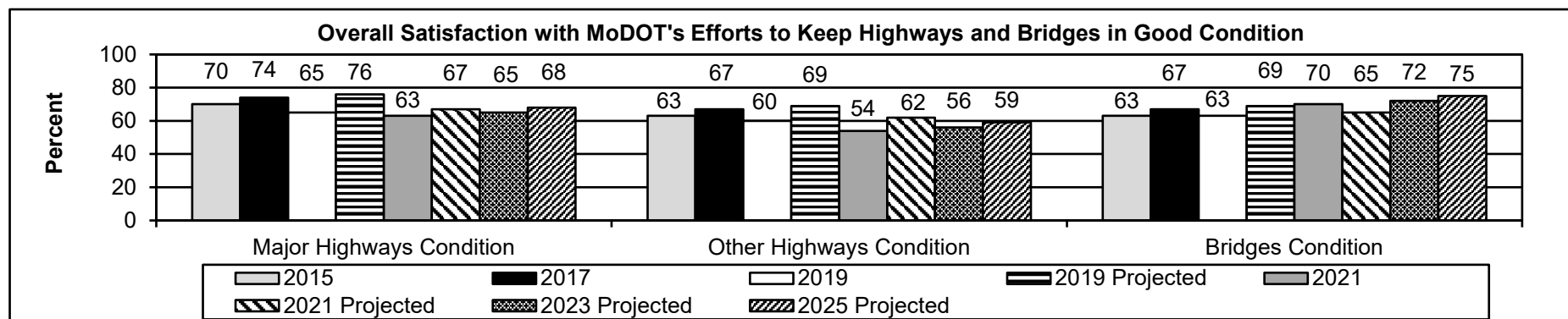
PROGRAM DESCRIPTION

Department of Transportation

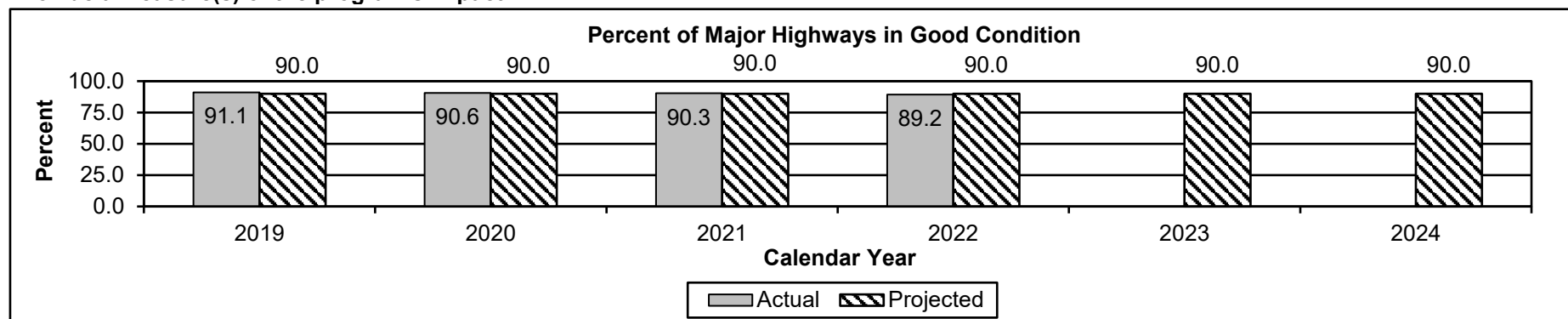
HB Section: 4.425

Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MoDOT's efforts to keep the surface of major highways in good condition (smooth and free of potholes); keep the surface of other state highways in good condition (smooth and free of potholes); and keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.

The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.

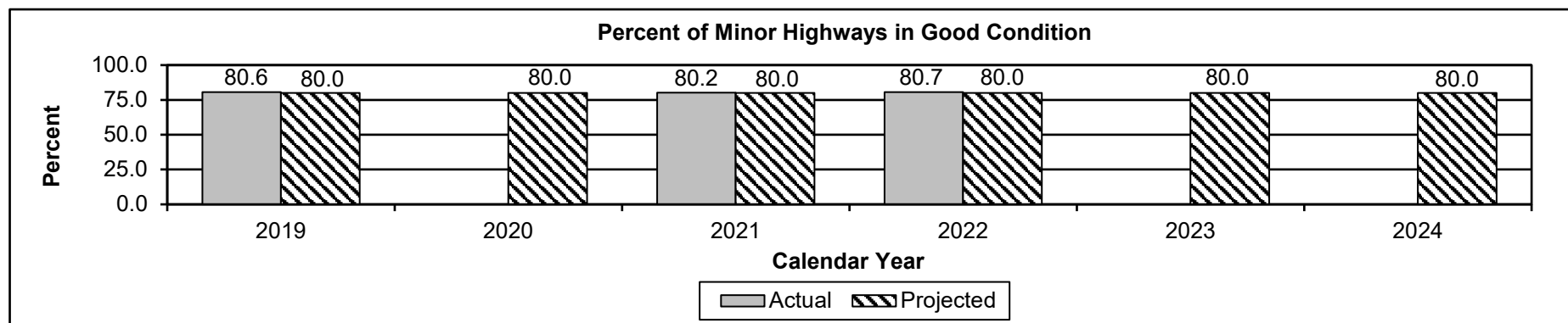
PROGRAM DESCRIPTION

Department of Transportation

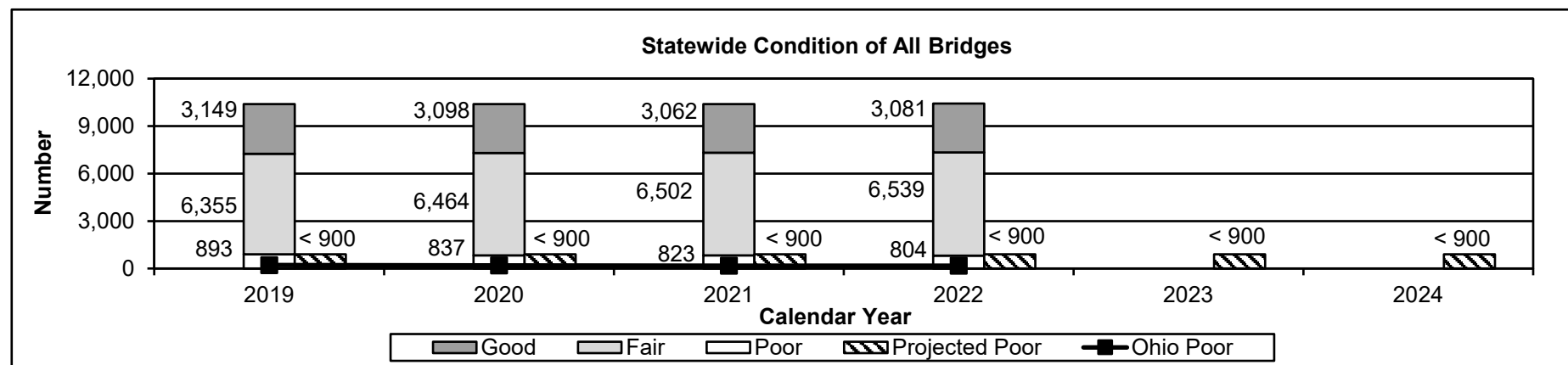
HB Section: 4.425

Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

PROGRAM DESCRIPTION

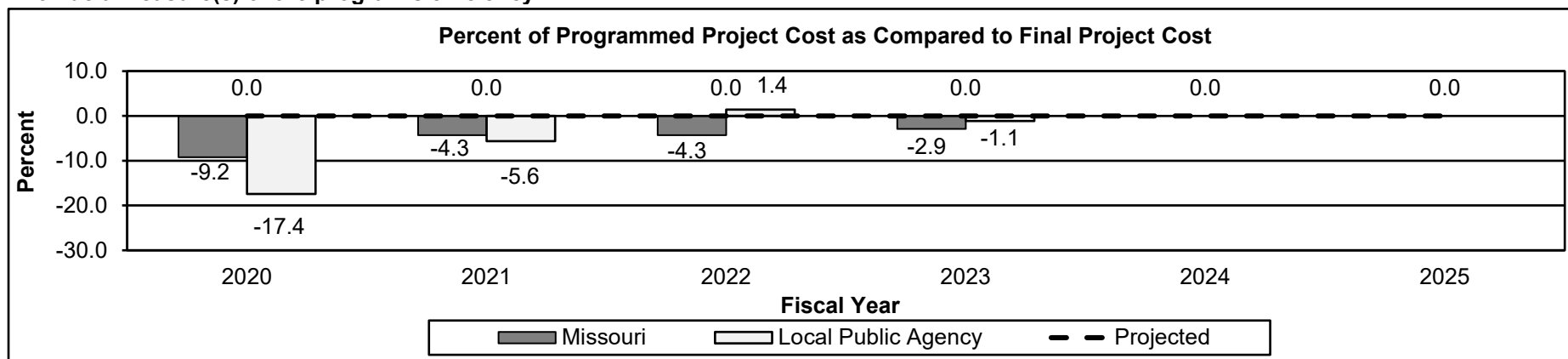
Department of Transportation

HB Section: 4.425

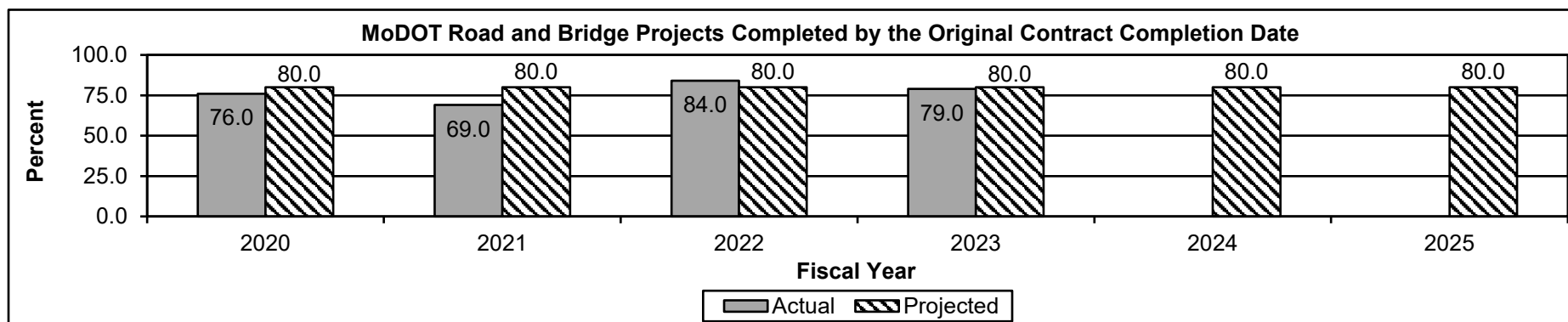
Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery

2d. Provide a measure(s) of the program's efficiency.



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.

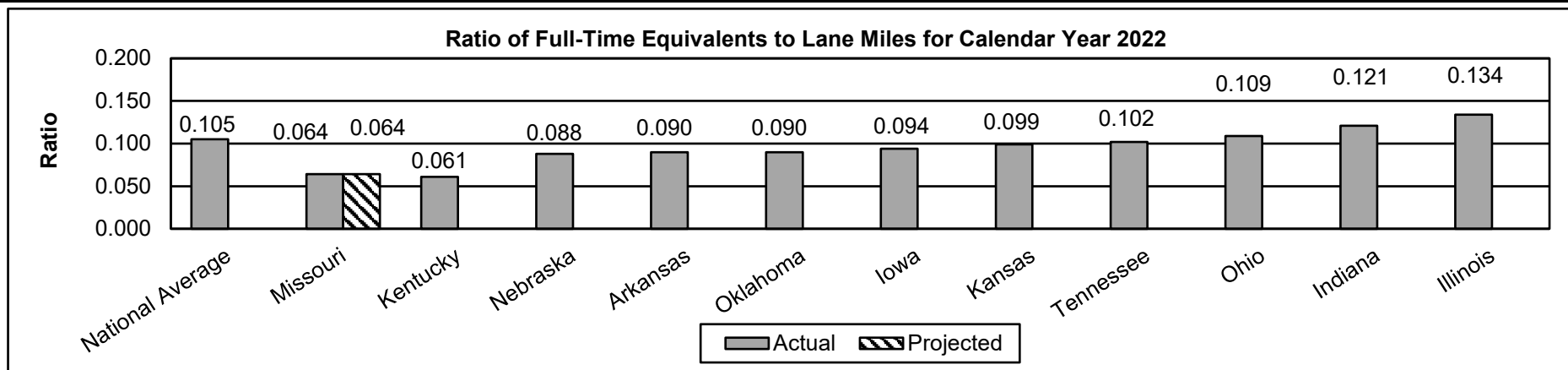
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.425

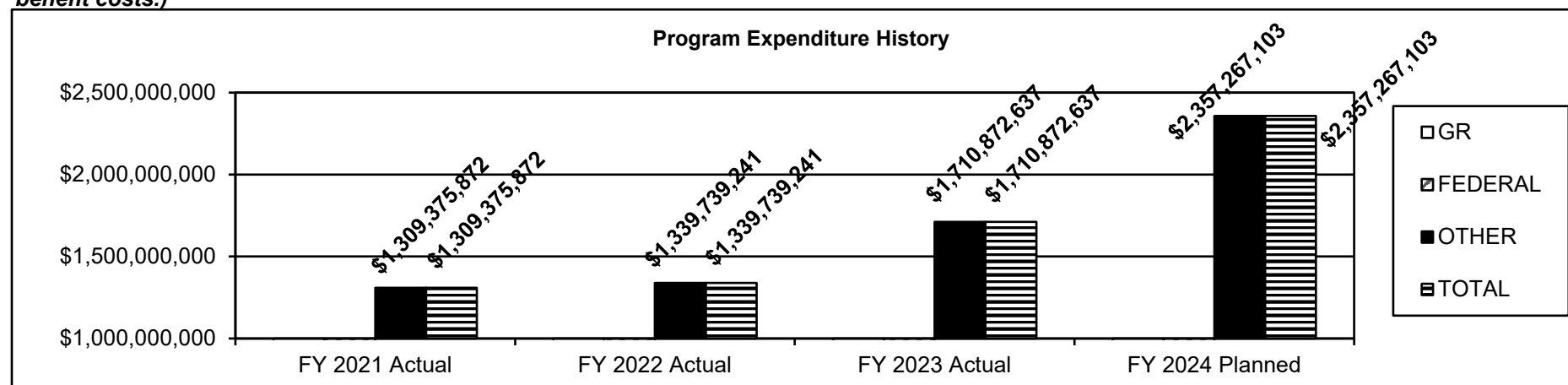
Program Name: Program Delivery

Program is found in the following core budget(s): Program Delivery



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION	
Department of Transportation Program Name: Program Delivery Program is found in the following core budget(s): Program Delivery	HB Section: 4.425
<p>4. What are the sources of the "Other" funds? State Road Fund (0320) and State Road Bond Fund (0319)</p> <p>5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Title 23 USC 133, Article IV, Section 30(b) MO Constitution and 226.220, RSMo.</p> <p>6. Are there federal matching requirements? If yes, please explain. The Construction program requires a 10 to 20 percent non-federal match unless specifically identified as 100 percent federal funding.</p> <p>7. Is this a federally mandated program? If yes, please explain. Federal funds apportioned through the Highway Act must be spent on specific transportation activities. For example, the National Highway Performance Program funds must be spent on improvements on the National Highway System.</p>	

PROGRAM DESCRIPTION

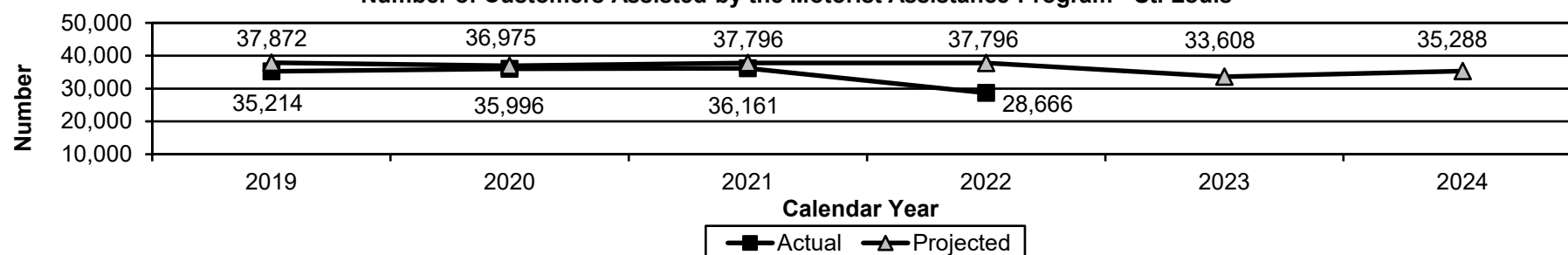
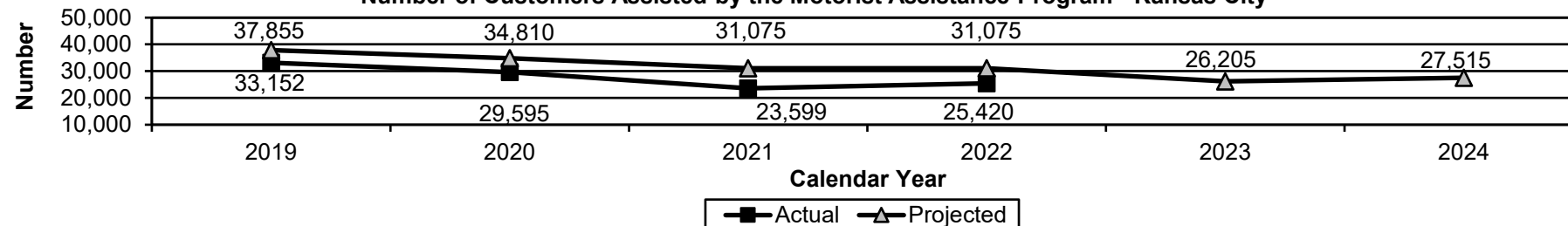
Department of Transportation

HB Section: 4.425Program Name: Emergency Response (Motorist Assistance)Program is found in the following core budget(s): Program Delivery**1a. What strategic priority does this program address?**

Safety - moving Missourians safely

1b. What does this program do?

The Motorist Assistance Program provides services to help keep traffic safely moving and decrease congestion. Motorist Assistance personnel respond to both major and minor incidents, assisting with managing traffic and clearing the roadways of incidents. These efforts improve the safety of the responders and the driving public, as well as decrease the delays for the motorists in and around the scene. In the St. Louis and Kansas City metropolitan areas, Motorist Assistance personnel also provide assistance to motorists with minor mechanical problems, perform hazardous waste and debris removal and address the issue of abandoned vehicles. By providing these services, traveler delays are minimized and emissions are reduced.

2a. Provide an activity measure(s) for the program.Number of Customers Assisted by the Motorist Assistance Program - St. Louis¹Number of Customers Assisted by the Motorist Assistance Program - Kansas City¹

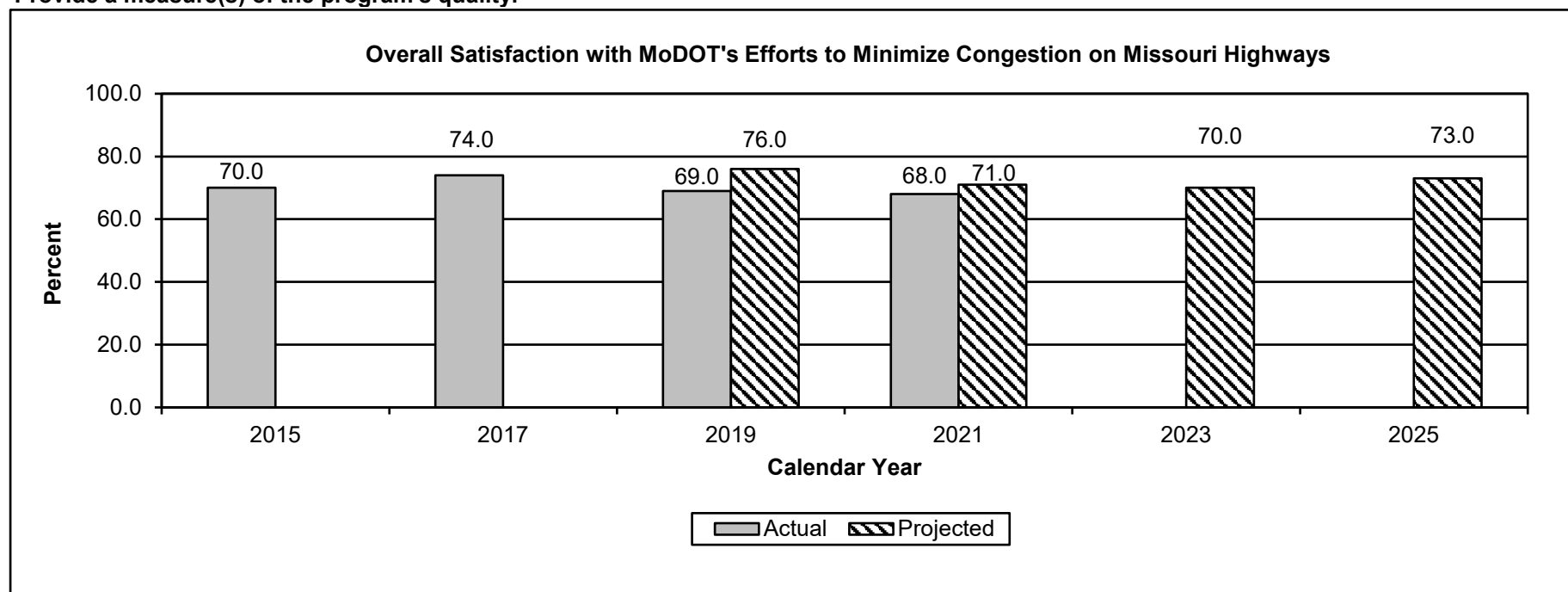
¹These measures are not a comparison between St. Louis and Kansas City, but a statistical chart indicating the number of customers assisted by the Motorist Assistance Program. The 2023 projections are based on the average of the past three years of actuals. The 2024 projections were established by projecting a five percent increase from the 2023 projections.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.425Program Name: Emergency Response (Motorist Assistance)Program is found in the following core budget(s): Program Delivery

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with MoDOT's efforts to minimize congestion on highways?" was the question surveyed. Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

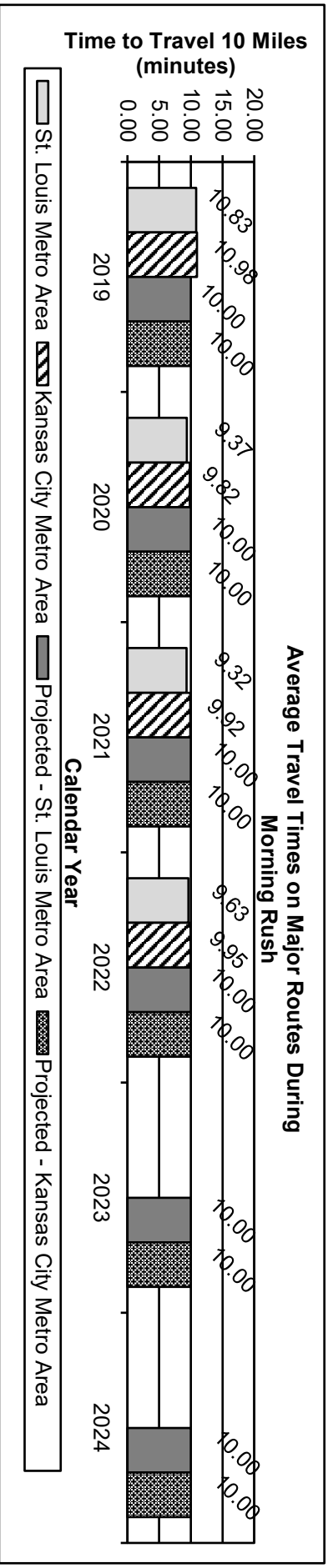
Department of Transportation

HB Section: 4.425

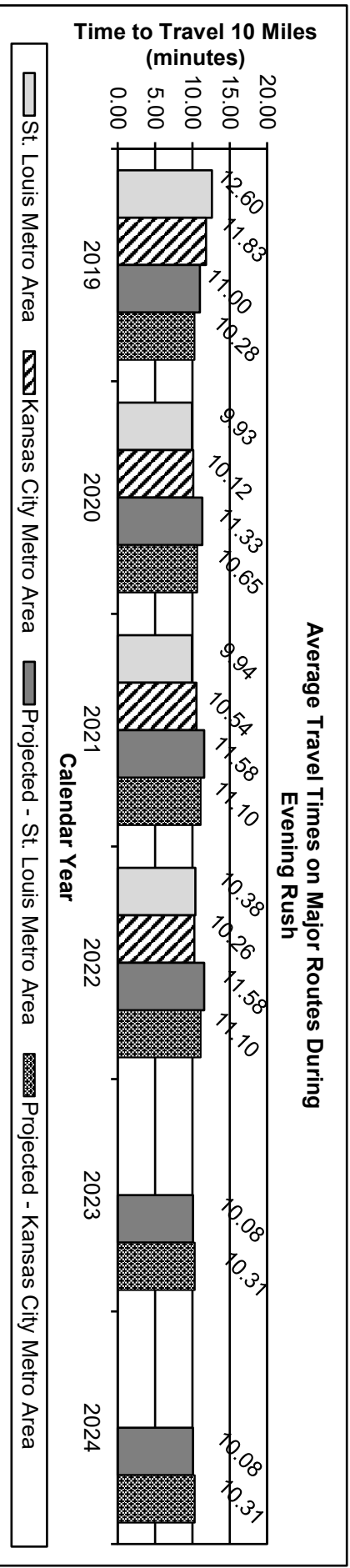
Program Name: Emergency Response (Motorist Assistance)

Program is found in the following core budget(s): Program Delivery

2c. Provide a measure(s) of the program's impact.



Travel time data is collected continuously via wireless technology. The morning rush is considered to be between 7:00 AM and 8:00 AM. The 2023 and 2024 projections for this measure are based on a 3-year average from 2020-2022. The minimum value for the target time is 10 minutes. This corresponds to the time it takes to travel 10 miles at the posted speed limit of 60 miles per hour.



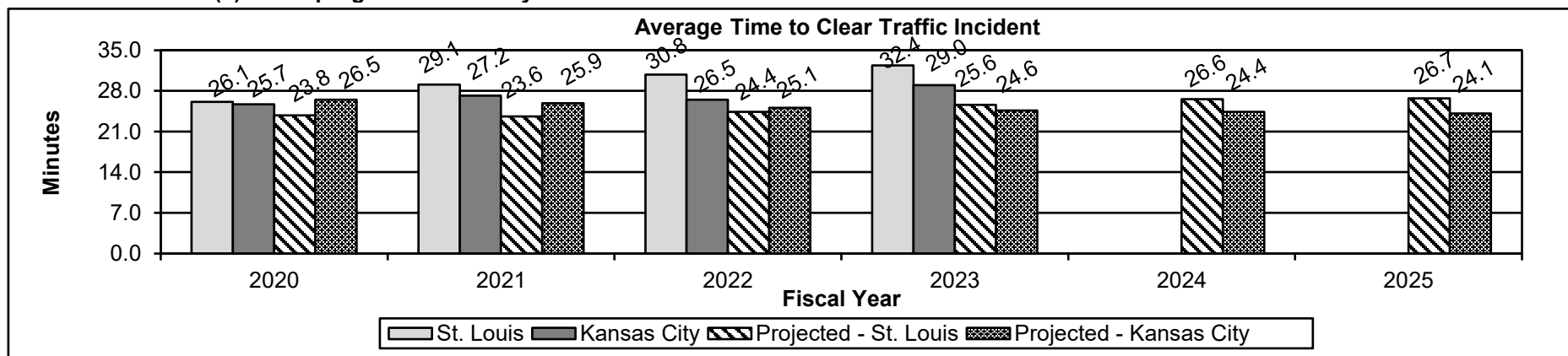
Travel time data is collected continuously via wireless technology. The evening rush is considered to be between 5:00 PM and 6:00 PM. The 2023 and 2024 projections for this measure are based on a 3-year average from 2020-2022. The minimum value for the target time is 10 minutes. This corresponds to the time it takes to travel 10 miles at the posted speed limit of 60 miles per hour.

PROGRAM DESCRIPTION

Department of Transportation

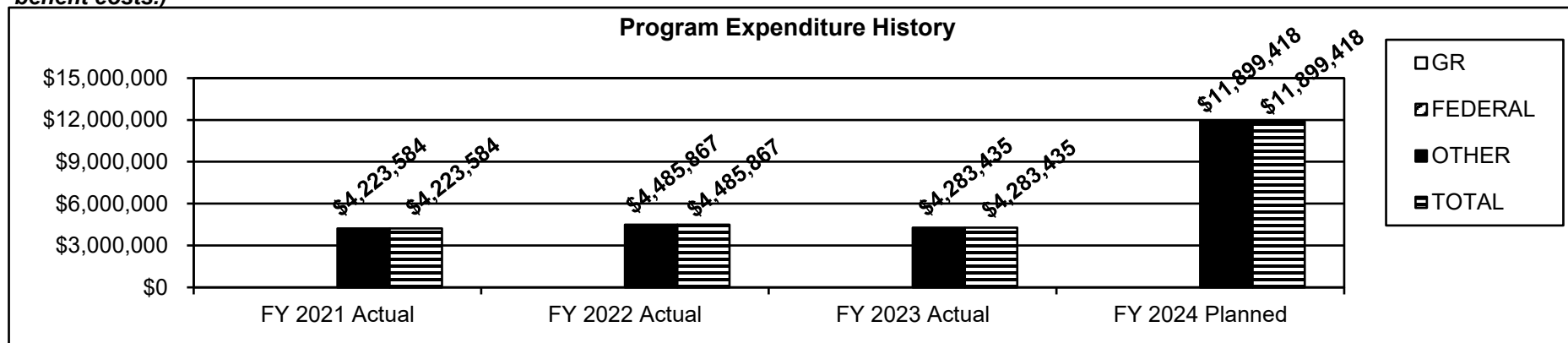
HB Section: 4.425Program Name: Emergency Response (Motorist Assistance)Program is found in the following core budget(s): Program Delivery

2d. Provide a measure(s) of the program's efficiency.



This measure is not a comparison between St. Louis and Kansas City. The projections for this measure were established by projecting a 10 percent improvement over a four year average.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION	
Department of Transportation	HB Section: <u>4.425</u>
Program Name: <u>Emergency Response (Motorist Assistance)</u>	
Program is found in the following core budget(s): <u>Program Delivery</u>	
<p>4. What are the sources of the "Other" funds? State Road Fund (0320)</p> <p>5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.) Article IV, Section 30(b), MO Constitution and 226.220, RSMo.</p> <p>6. Are there federal matching requirements? If yes, please explain. No</p> <p>7. Is this a federally mandated program? If yes, please explain. No</p>	

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-70 BOND PAYMENT GR TRF								
CORE								
FUND TRANSFERS								
GENERAL REVENUE	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL - TRF	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00	\$0	0.00

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CORE DECISION ITEM

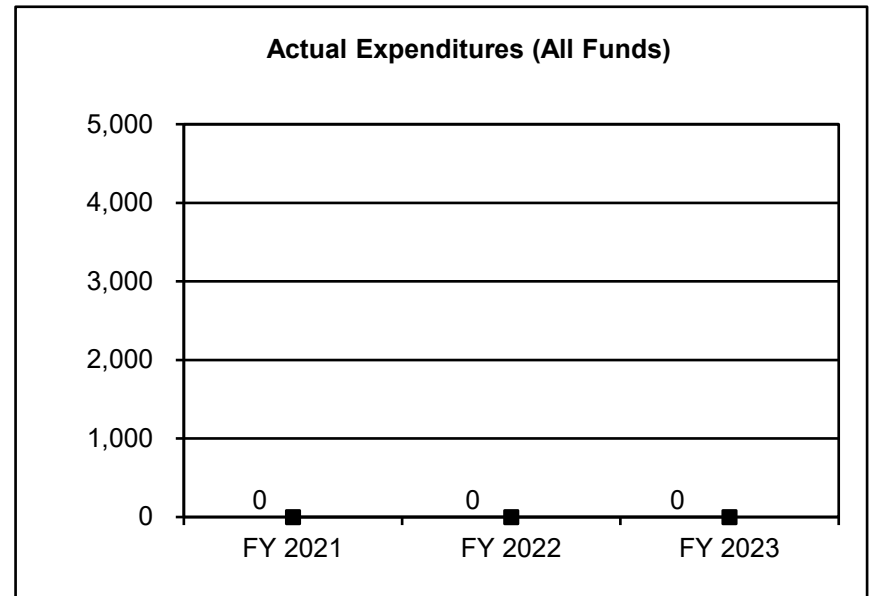
Department of Transportation Division: Program Delivery Core: I-70 Debt Service Transfer	Budget Unit I-70 Bond Payment GR Transfer HB Section 4.426																																																																																										
1. CORE FINANCIAL SUMMARY																																																																																											
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CORE DECISION ITEM

Department of Transportation	Budget Unit I-70 Bond Payment GR Transfer
Division: Program Delivery	
Core: I-70 Debt Service Transfer	HB Section 4.426

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	0	136,000,000
Less Reverted (All Funds)	0	0	0	0
Less Restricted (All Funds)*	0	0	0	0
Budget Authority (All Funds)	0	0	0	136,000,000
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

I-70 BOND PAYMENT GR TRF

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	136,000,000	0	0	136,000,000	
	Total	0.00	136,000,000	0	0	136,000,000	
DEPARTMENT CORE REQUEST							
	TRF	0.00	136,000,000	0	0	136,000,000	
	Total	0.00	136,000,000	0	0	136,000,000	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	136,000,000	0	0	136,000,000	
	Total	0.00	136,000,000	0	0	136,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-70 BOND PAYMENT GR TRF								
CORE								
TRANSFERS OUT	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL - TRF	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION	
Department of Transportation Program Name: I-70 Debt Service Transfer Program is found in the following core budget(s): I-70 Debt Service Transfer	HB Section(s): 4.426
<div style="margin-bottom: 10px;"> 1a. What strategic priority does this program address? Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system </div> <div style="margin-bottom: 10px;"> 1b. What does this program do? This is needed to transfer funds from the General Revenue Fund (0101) to the State Road Fund (0320) to pay debt service for state road bonds issued for the Improve I-70 Program. </div> <div style="margin-bottom: 10px;"> 2a. Provide an activity measure(s) for the program. This appropriation is needed solely for accounting purposes. </div> <div style="margin-bottom: 10px;"> 2b. Provide a measure(s) of the program's quality. This appropriation is needed solely for accounting purposes. </div> <div style="margin-bottom: 10px;"> 2c. Provide a measure(s) of the program's impact. This appropriation is needed solely for accounting purposes. </div> <div> 2d. Provide a measure(s) of the program's efficiency. This appropriation is needed solely for accounting purposes. </div>	

PROGRAM DESCRIPTION

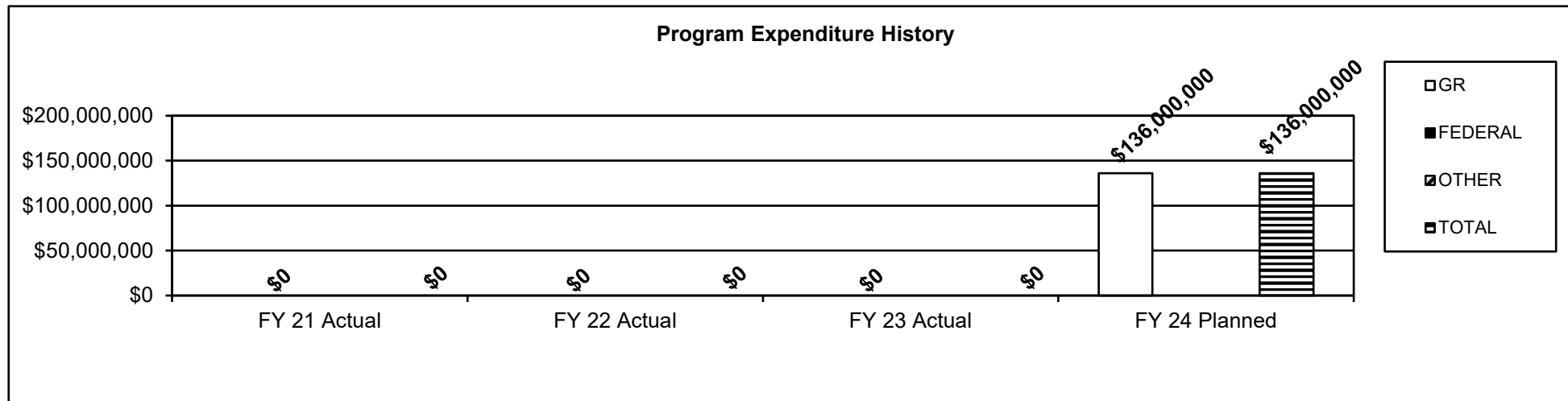
Department of Transportation

HB Section(s): 4.426

Program Name: I-70 Debt Service Transfer

Program is found in the following core budget(s): I-70 Debt Service Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Truly Agreed to and Finally Passed House Bill 4, Section 4.426

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-70 BOND PAYMENT								
CORE								
PROGRAM-SPECIFIC								
STATE ROAD	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00	\$0	0.00

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COMMISSION APPROVED ITEM

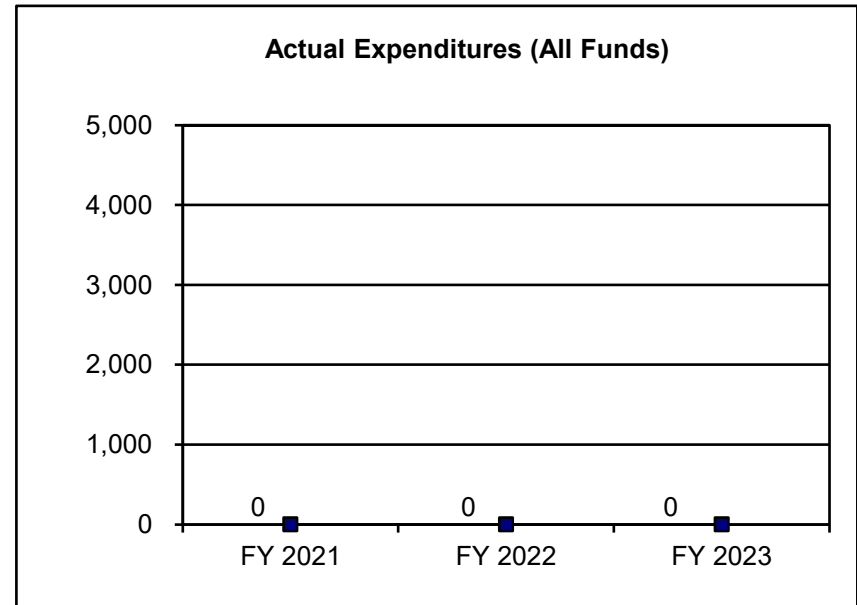
Department of Transportation Division: Program Delivery Core: I-70 Debt Service	Budget Unit <u>I-70 Bond Payment</u> HB Section <u>4.427</u>																																																																																																														
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This section is not applicable.																																																																																																															

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit I-70 Bond Payment
Division: Program Delivery	
Core: I-70 Debt Service	HB Section 4.427

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	0	136,000,000
Less Reverted (All Funds)	0	0	0	0
Less Restricted (All Funds)*	0	0	0	0
Budget Authority (All Funds)	0	0	0	136,000,000
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

I-70 BOND PAYMENT

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	136,000,000	136,000,000	
	Total	0.00	0	0	136,000,000	136,000,000	
DEPARTMENT CORE							
	PD	0.00	0	0	136,000,000	136,000,000	
	Total	0.00	0	0	136,000,000	136,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	136,000,000	136,000,000	
	Total	0.00	0	0	136,000,000	136,000,000	

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
I-70 BOND PAYMENT								
CORE								
DEBT SERVICE	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	136,000,000	0.00	136,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$136,000,000	0.00	\$136,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service

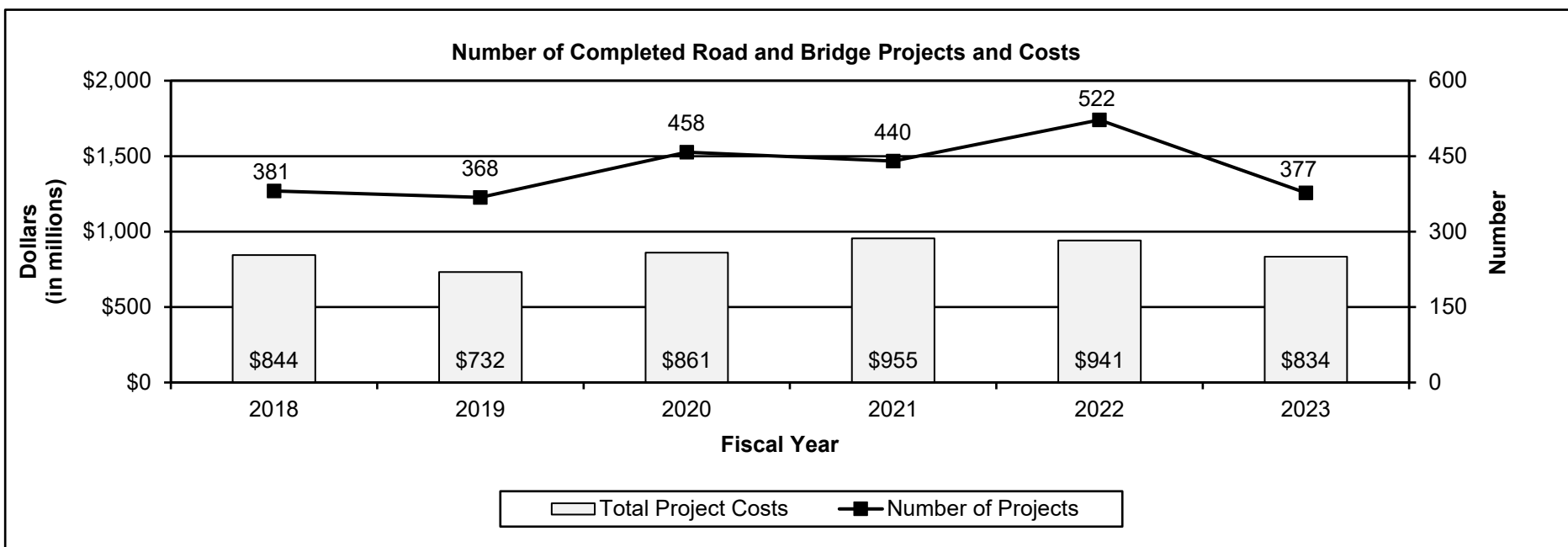
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program is for the planning, designing, constructing, reconstructing, rehabilitating, and repairing three lanes of I-70 in both directions across the state as part of the Improve I-70 Program.

2a. Provide an activity measure(s) for the program.



PROGRAM DESCRIPTION

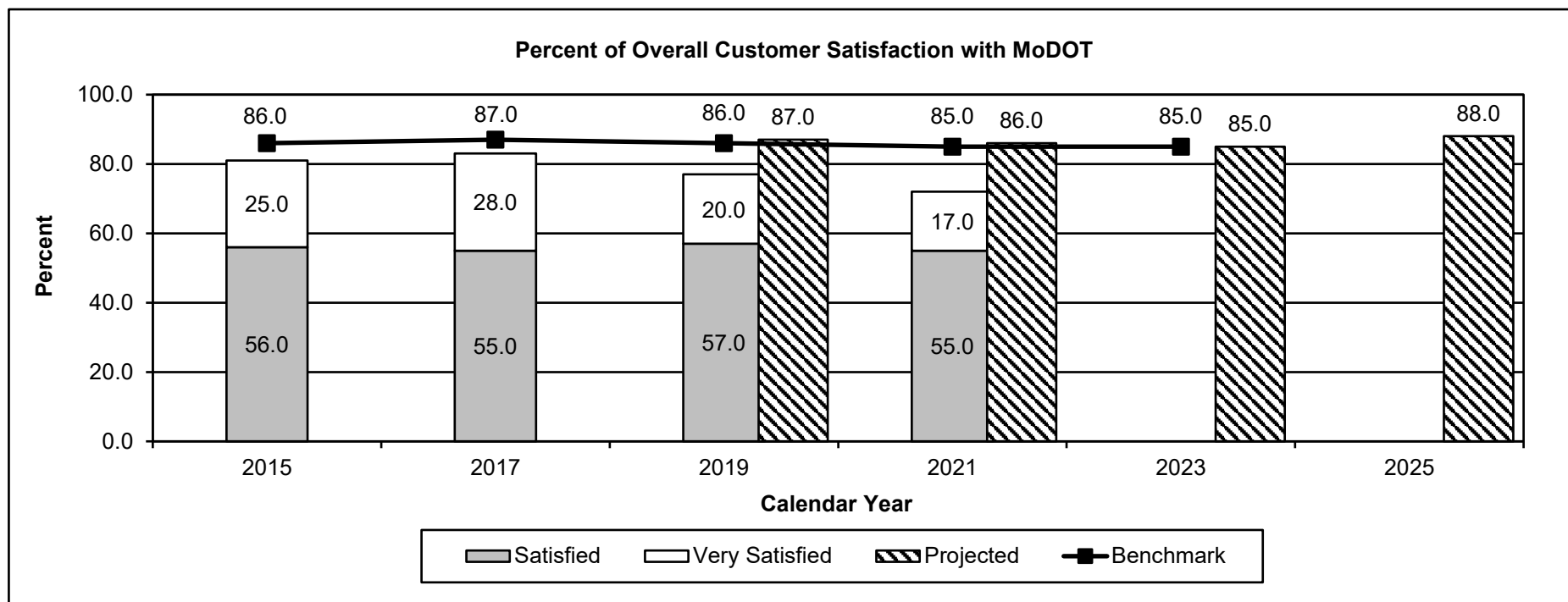
Department of Transportation

HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

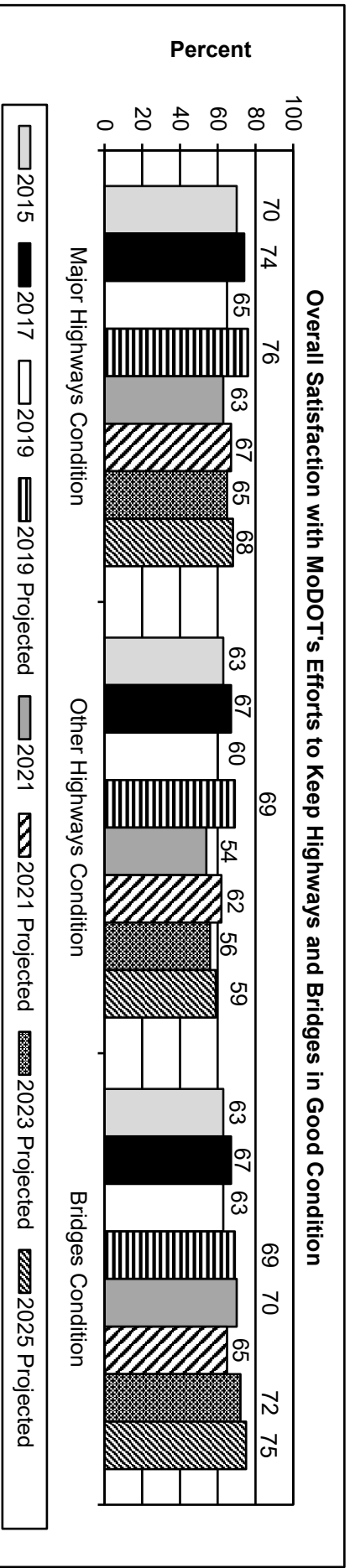
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MoDOT's efforts to keep the surface of major highways in good condition (smooth and free of potholes); keep the surface of other state highways in good condition (smooth and free of potholes); and keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

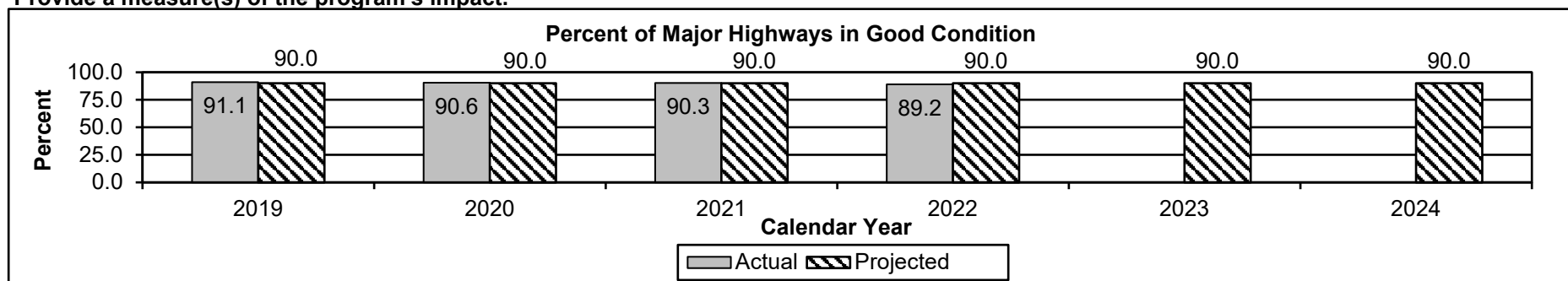
Department of Transportation

HB Section(s): 4.427

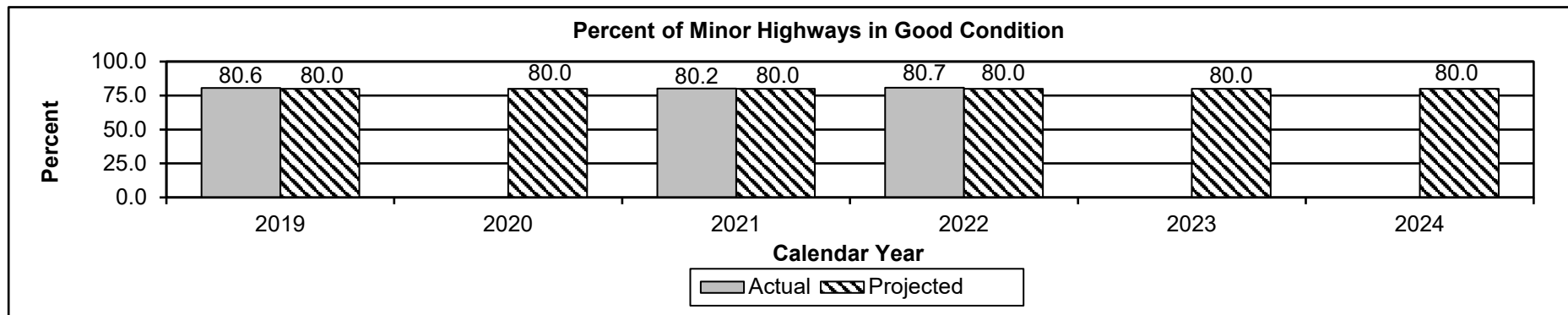
Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service

2c. Provide a measure(s) of the program's impact.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.

PROGRAM DESCRIPTION

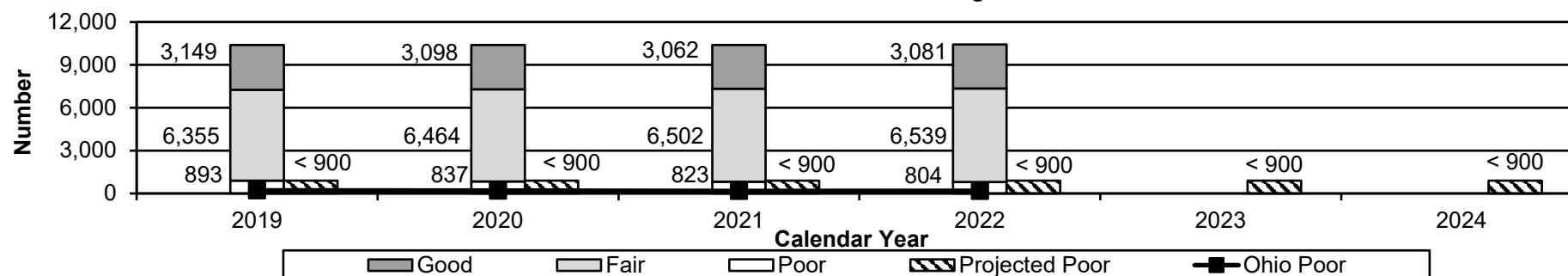
Department of Transportation

HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service

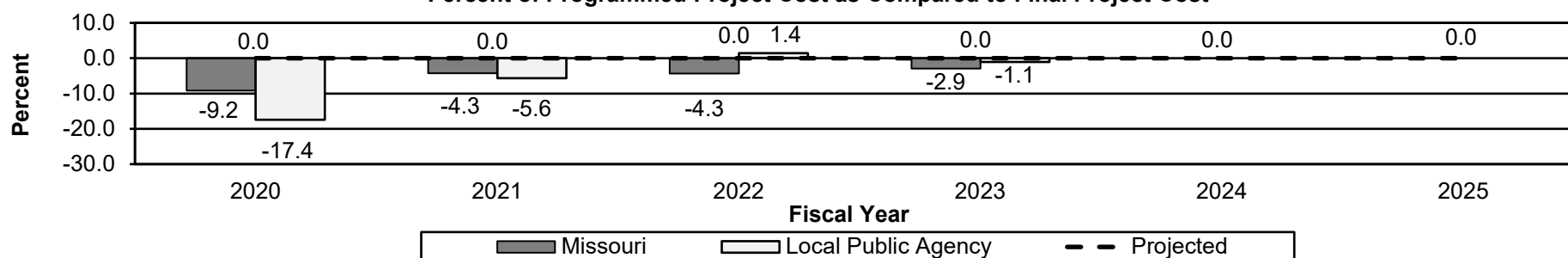
Statewide Condition of All Bridges



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

2d. Provide a measure(s) of the program's efficiency.

Percent of Programmed Project Cost as Compared to Final Project Cost



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.

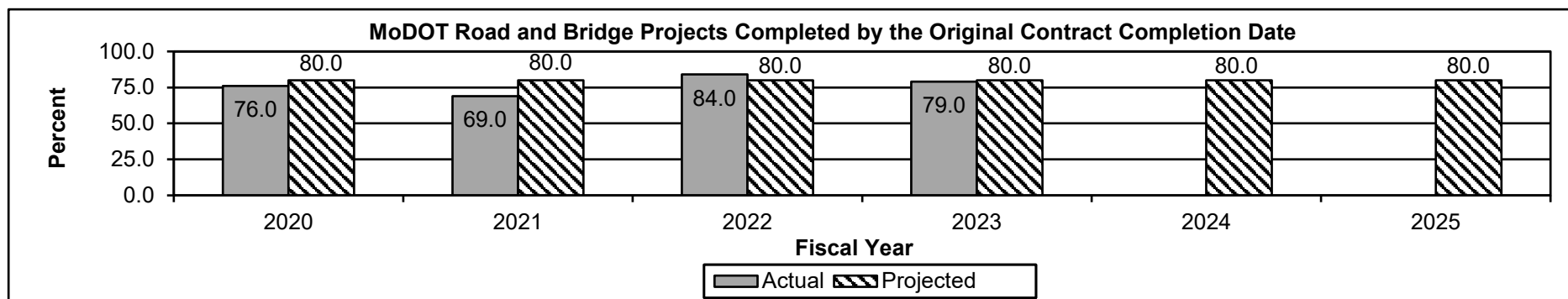
PROGRAM DESCRIPTION

Department of Transportation

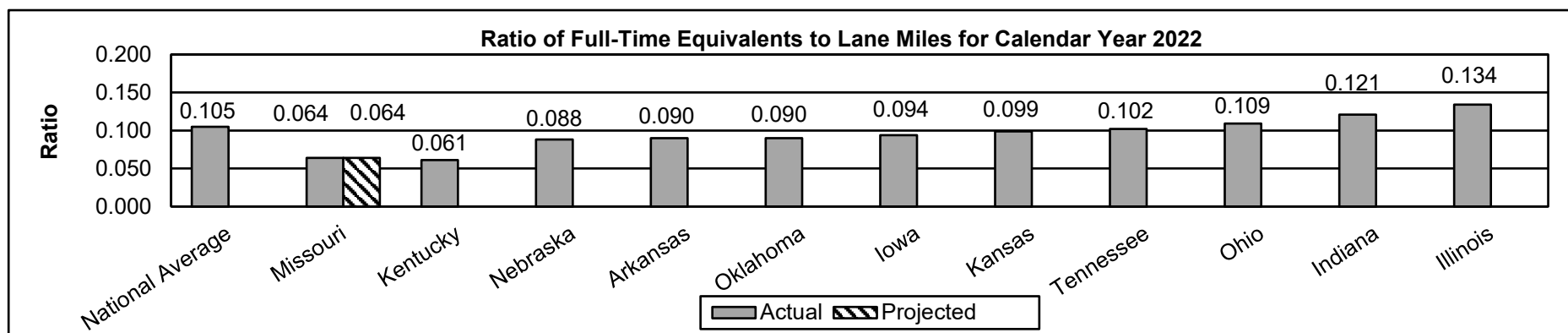
HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

PROGRAM DESCRIPTION

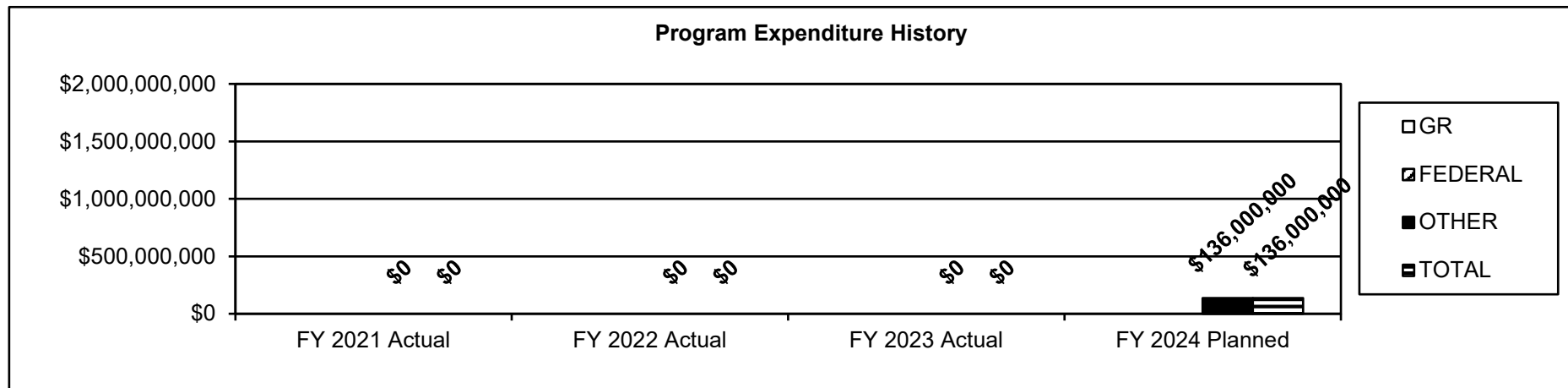
Department of Transportation

HB Section(s): 4.427

Program Name: I-70 Debt Service

Program is found in the following core budget(s): I-70 Debt Service

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

House Bill 4, Section 4.427

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-70 CONSTRUCTION FROM BONDS								
CORE								
PROGRAM-SPECIFIC								
STATE ROAD FUND I-70 BOND PROCEEDS	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00	\$0	0.00

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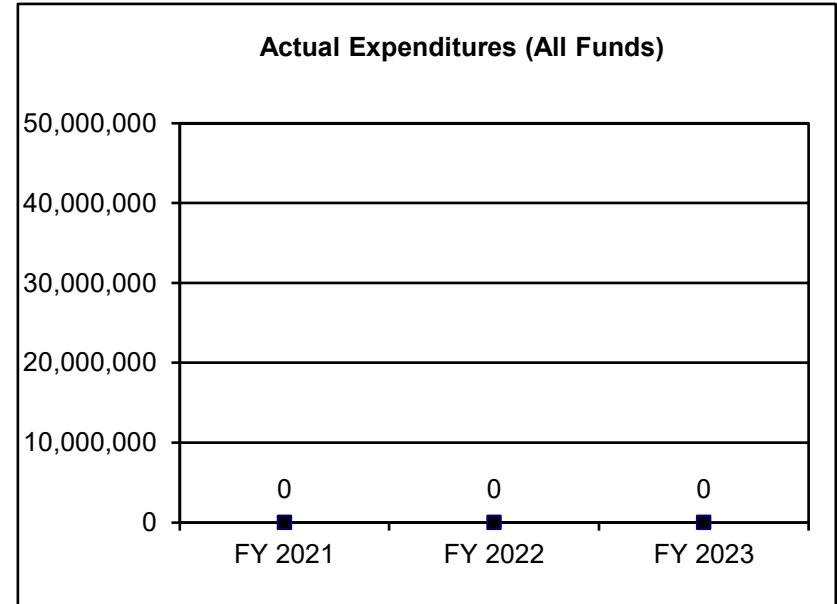
Department of Transportation					Budget Unit: <u>I-70 Construction from Bonds</u>				
Division: Program Delivery									
Core: I-70 from Bond Proceeds					HB Section: <u>4.428</u>				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	1,400,000,000	1,400,000,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	1,400,000,000	1,400,000,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Road Fund I-70 Project Bond Proceeds Fund (0323)					Other Funds:				
2. CORE DESCRIPTION									
The General Assembly and the Governor approved, as part of the fiscal year 2024 budget, a total of \$2.8 billion to improve the I-70 corridor. Specifically, the budget includes funds for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Of the total amount, \$1.4 billion of general revenue comes in the form of cash and spending authority. An additional \$1.4 billion of bonding authority was provided with debt service to be paid from general revenue. Bond proceeds are not to exceed \$1.4 billion, annual debt service payments are not to exceed \$136.0 million annually and the term of any bonds issued should not exceed 15 years. The safety and economic prosperity of Missouri depends, in part, on an I-70 that grows along with the state and the nation. The first anticipated project is to address I-70 between US 63 east to US 54 including the interchange at US 63 and I-70.									
3. PROGRAM LISTING (list programs included in this core funding)									
This item is needed to pay for I-70 construction costs and improvements to increase travel time reliability and safety. I-70 is a crucial east-west link, not only in Missouri but across the country, that carries 100 million tons of freight. Truck traffic makes up an average of 29 percent of those daily traffic volumes across the state. The I-70 corridor is home to vital workforce development opportunities, with 1.1 million jobs depending upon it. Traffic congestion is an increasing issue, especially in the suburban sections of I-70.									

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: I-70 Construction from Bonds
Division: Program Delivery	
Core: I-70 from Bond Proceeds	HB Section: 4.428

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	0	1,400,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	0	0	0	N/A
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
I-70 CONSTRUCTION FROM BONDS

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	
DEPARTMENT CORE							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
I-70 CONSTRUCTION FROM BONDS								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds

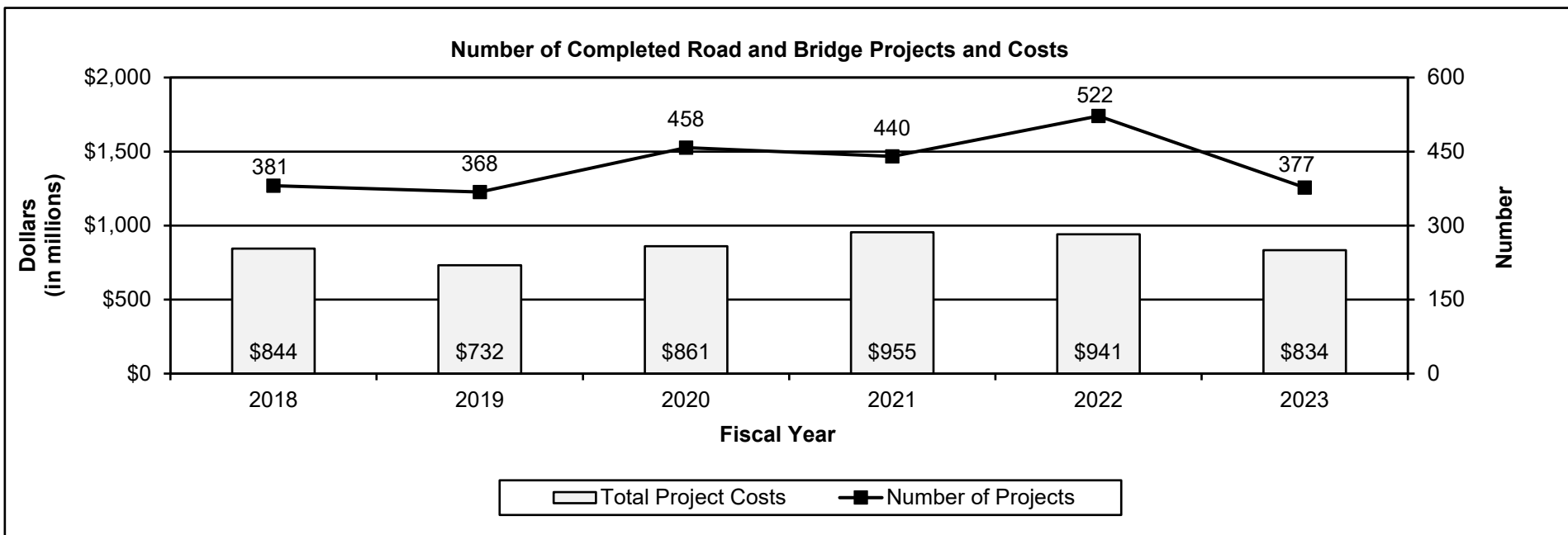
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program is for the Improve I-70 Program which includes the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

2a. Provide an activity measure(s) for the program.



PROGRAM DESCRIPTION

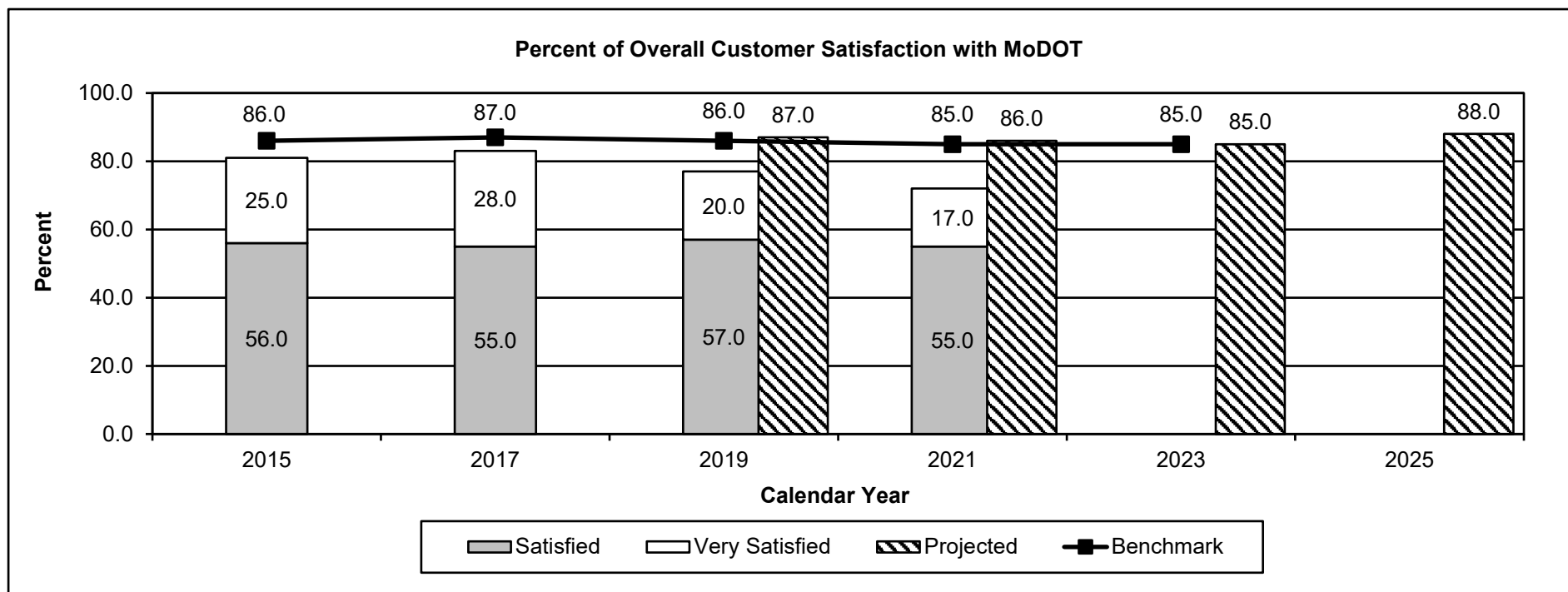
Department of Transportation

HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

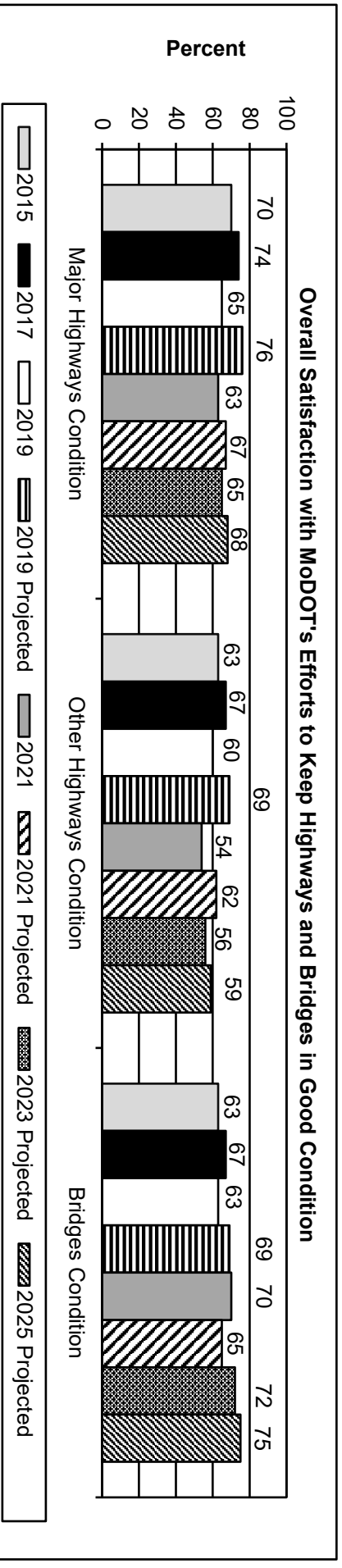
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MODOT's efforts to keep the surface of major highways in good condition (smooth and free of potholes); keep the surface of other state highways in good condition (smooth and free of potholes); and keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

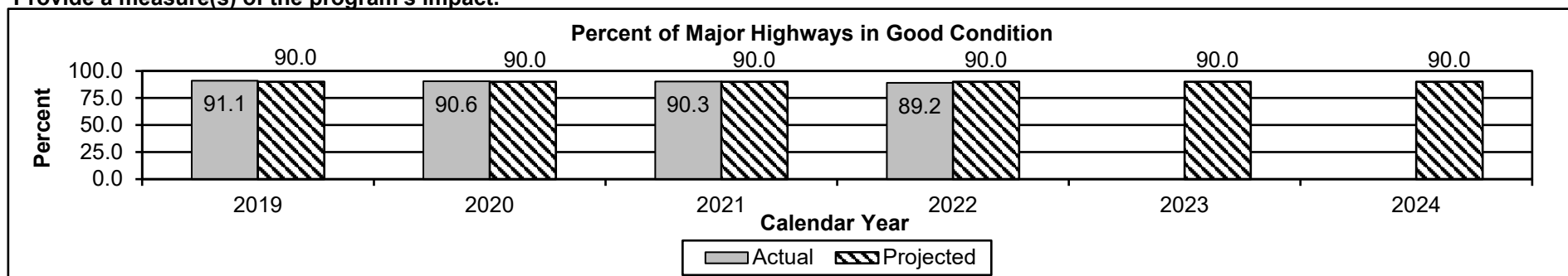
Department of Transportation

HB Section(s): 4.428

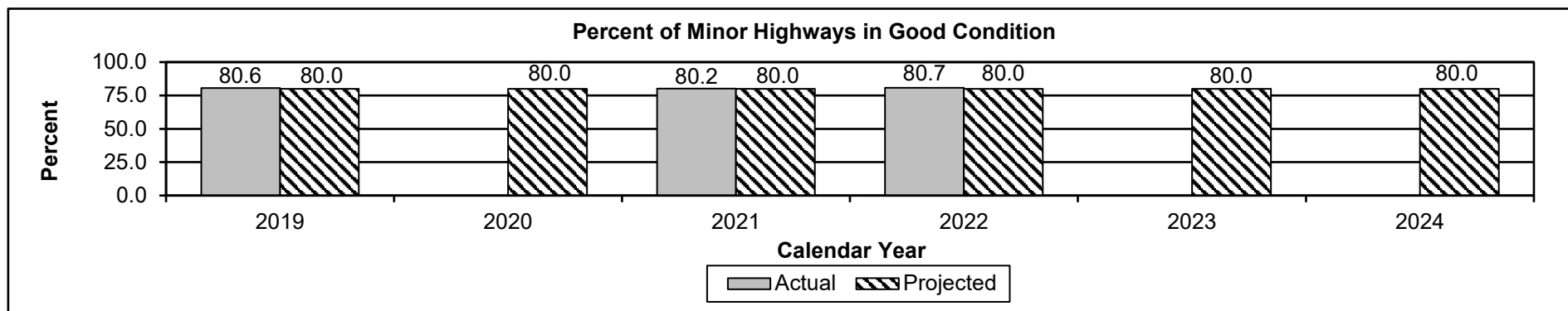
Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds

2c. Provide a measure(s) of the program's impact.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.

PROGRAM DESCRIPTION

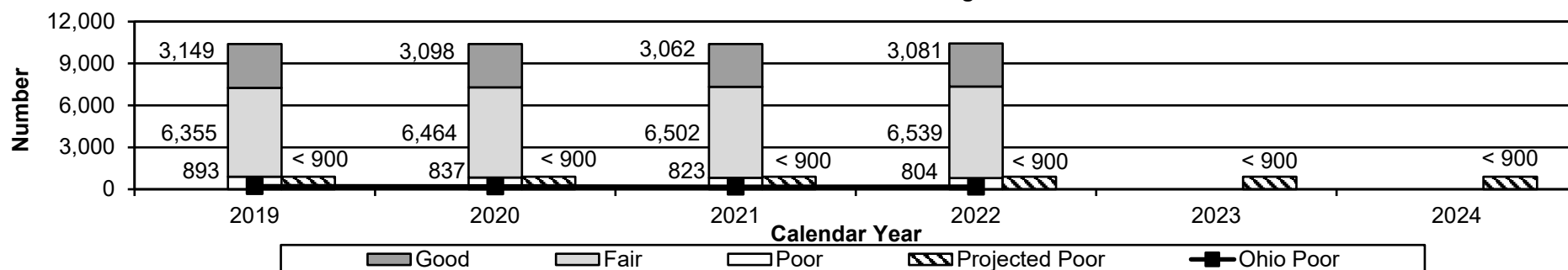
Department of Transportation

HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds

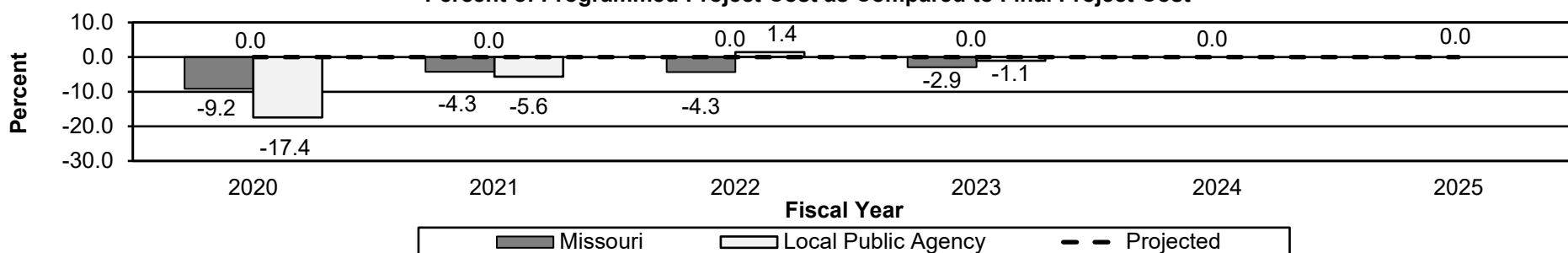
Statewide Condition of All Bridges



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

2d. Provide a measure(s) of the program's efficiency.

Percent of Programmed Project Cost as Compared to Final Project Cost



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.

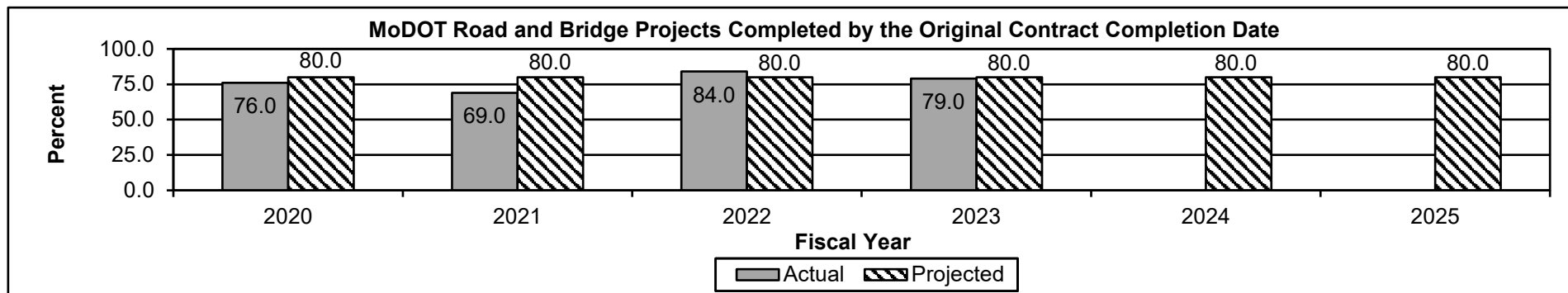
PROGRAM DESCRIPTION

Department of Transportation

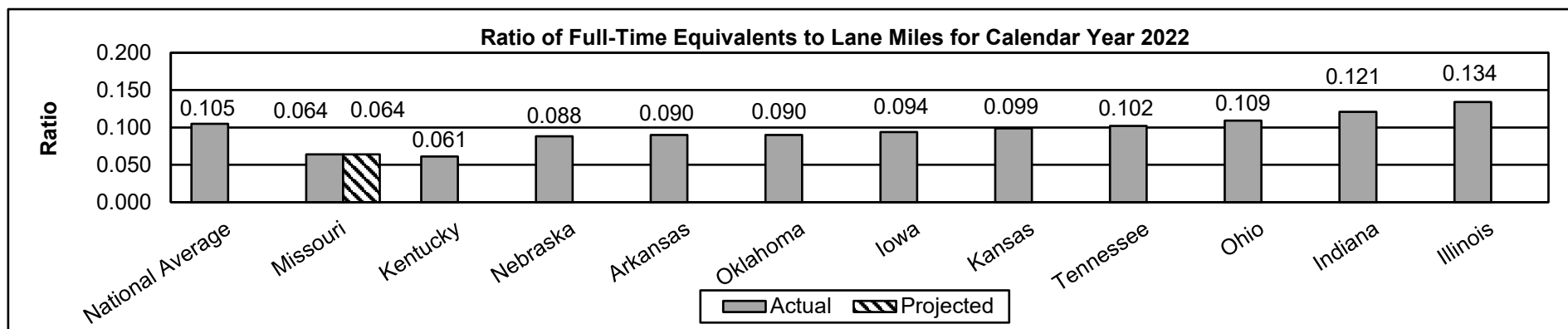
HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

PROGRAM DESCRIPTION

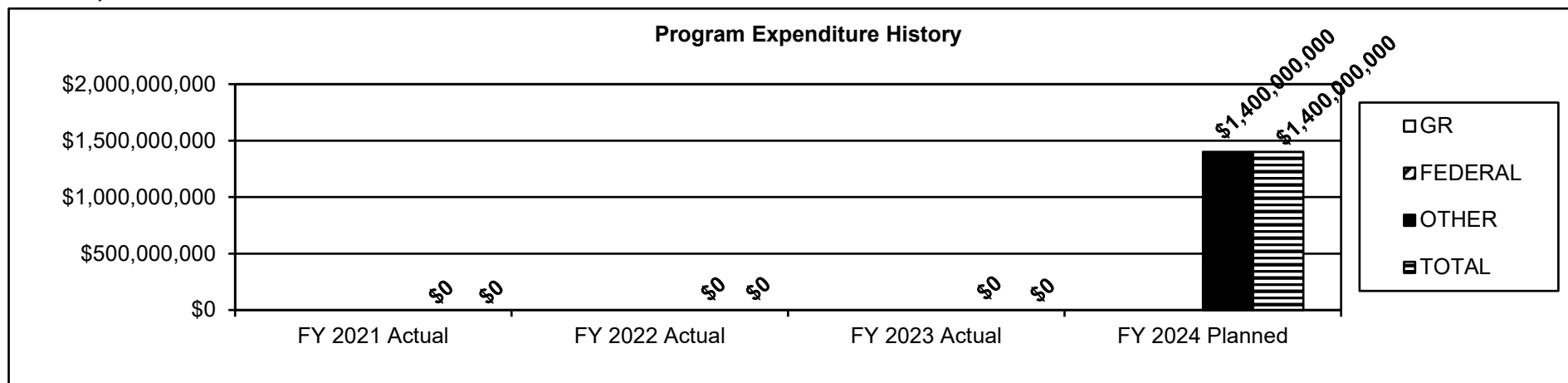
Department of Transportation

HB Section(s): 4.428

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from Bond Proceeds

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund I-70 Project Bond Proceeds Fund (0323)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

House Bill 4, Section 4.428

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-70 CONSTRUCTION FROM GR TRF								
CORE								
PROGRAM-SPECIFIC								
STATE ROAD FUND I-70 PROJECT	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00	\$0	0.00

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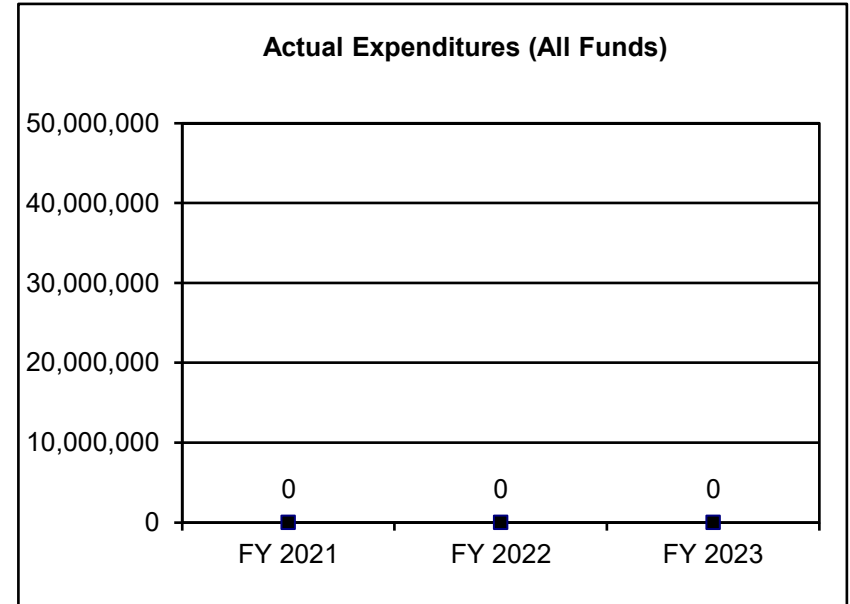
Department of Transportation					Budget Unit: I-70 Construction from GR TRF				
Division: Program Delivery									
Core: I-70 from General Revenue					HB Section: 4.429				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	1,400,000,000	1,400,000,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	1,400,000,000	1,400,000,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Road Fund I-70 Project Fund (0324)					Other Funds:				
2. CORE DESCRIPTION									
<p>The General Assembly and the Governor approved, as part of the fiscal year 2024 budget, a total of \$2.8 billion to improve the I-70 corridor. Specifically, the budget includes funds for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70 from Blue Springs to Wentzville. Of the total amount, \$1.4 billion of general revenue comes in the form of cash and spending authority. An additional \$1.4 billion of bonding authority was provided with debt service to be paid from general revenue. Bond proceeds are not to exceed \$1.4 billion, annual debt service payments are not to exceed \$136.0 million annually and the term of any bonds issued should not exceed 15 years. The safety and economic prosperity of Missouri depends, in part, on an I-70 that grows along with the state and the nation. The first anticipated project is to address I-70 between US 63 east to US 54 including the interchange at US 63 and I-70.</p>									
3. PROGRAM LISTING (list programs included in this core funding)									
<p>This item is needed to pay for I-70 construction costs and improvements to increase travel time reliability and safety. I-70 is a crucial east-west link, not only in Missouri, but across the country that carries 100 million tons of freight. Truck traffic makes up an average of 29 percent of those daily traffic volumes across the state. The I-70 corridor is home to vital workforce development opportunities, with 1.1 million jobs depending upon it. Traffic congestion is an increasing issue, especially in the suburban sections of I-70.</p>									

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: I-70 Construction from GR TRF
Division: Program Delivery	
Core: I-70 from General Revenue	HB Section: 4.429

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	0	1,400,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	0	0	0	N/A
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
I-70 CONSTRUCTION FROM GR TRF

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	
DEPARTMENT CORE							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	1,400,000,000	1,400,000,000	
	Total	0.00	0	0	1,400,000,000	1,400,000,000	

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
I-70 CONSTRUCTION FROM GR TRF								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,400,000,000	0.00	1,400,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$1,400,000,000	0.00	\$1,400,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue

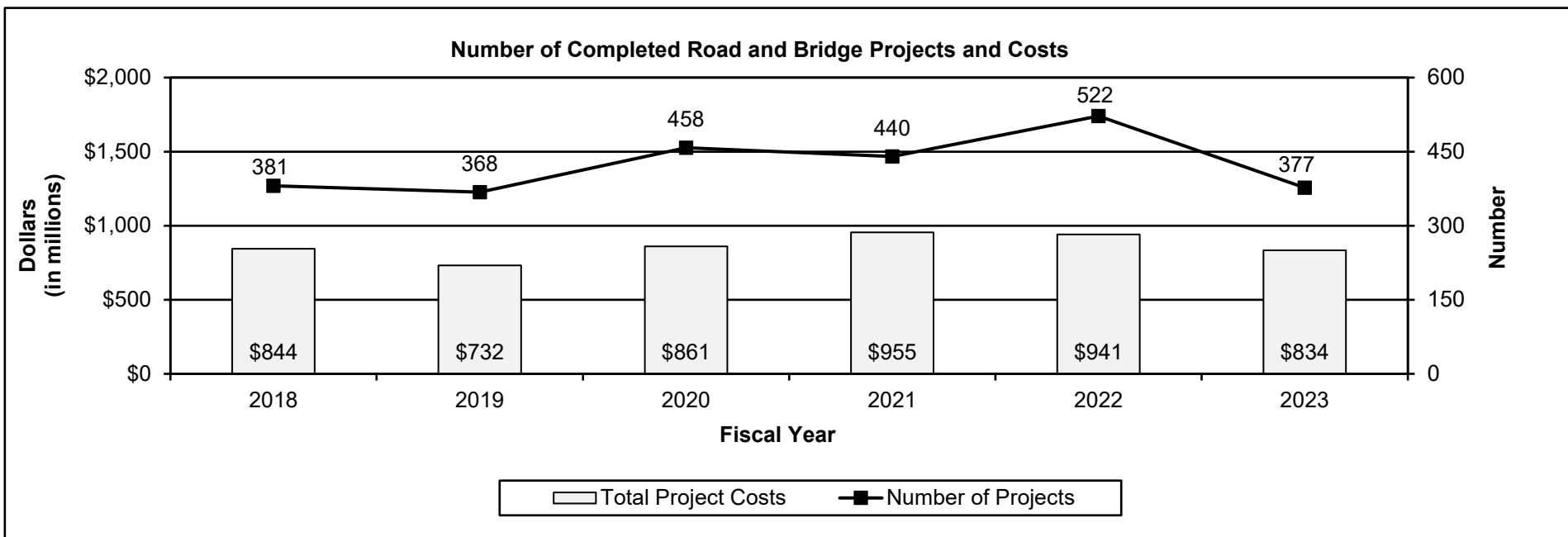
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program is for the Improve I-70 Program which includes the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

2a. Provide an activity measure(s) for the program.



PROGRAM DESCRIPTION

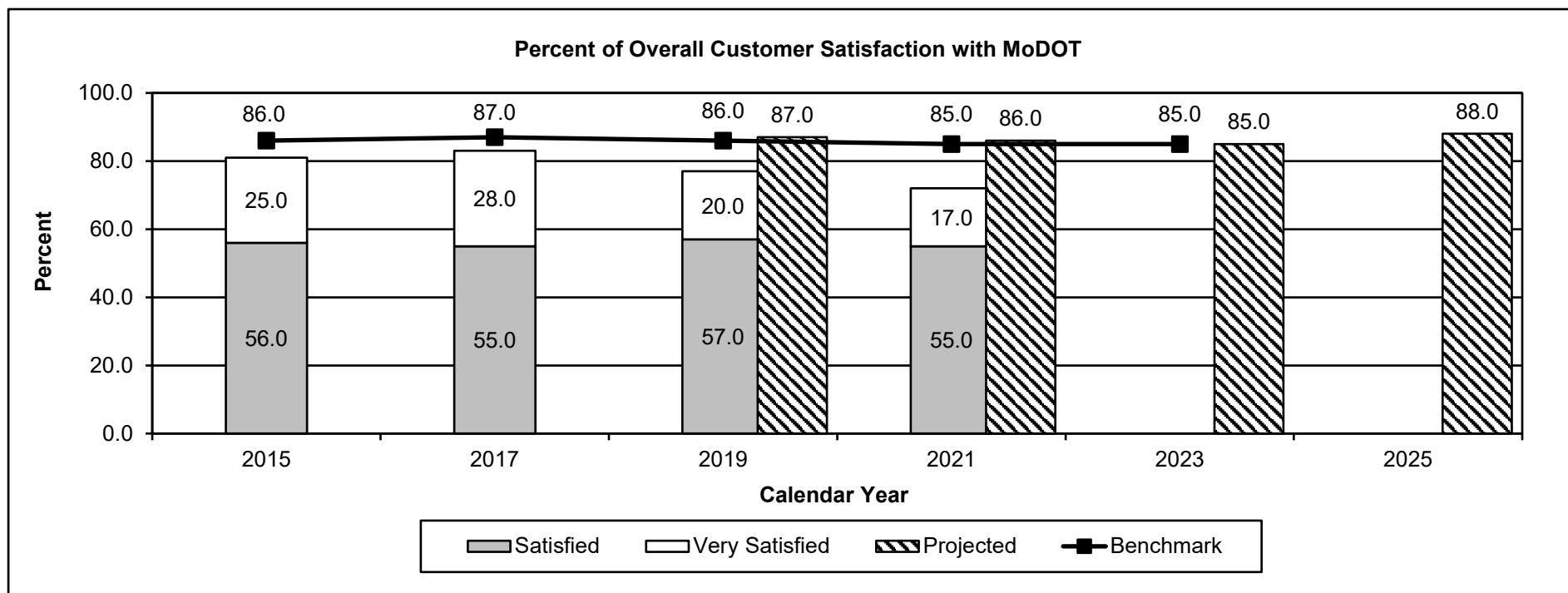
Department of Transportation

HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

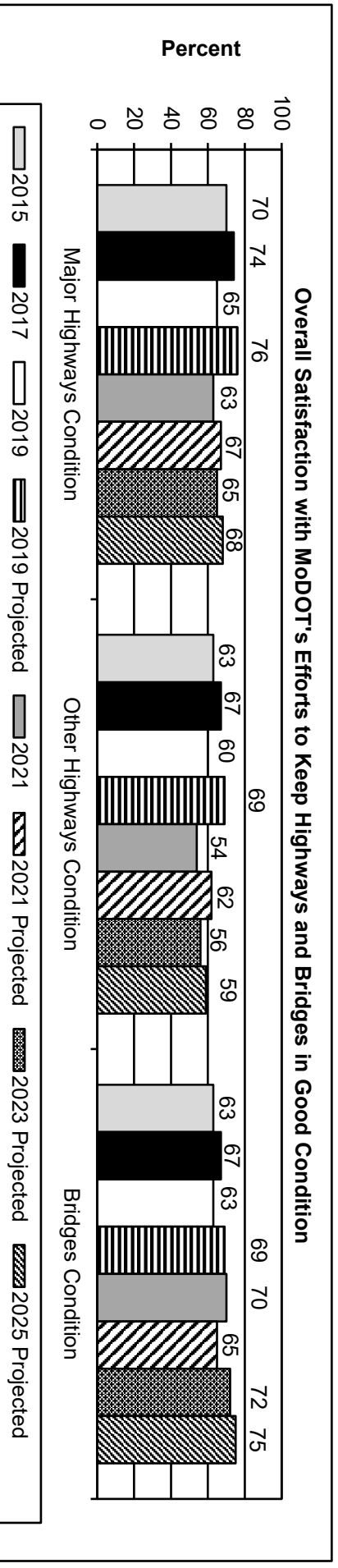
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MODOT's efforts to keep the surface of major highways in good condition (smooth and free of potholes); keep the surface of other state highways in good condition (smooth and free of potholes); and keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

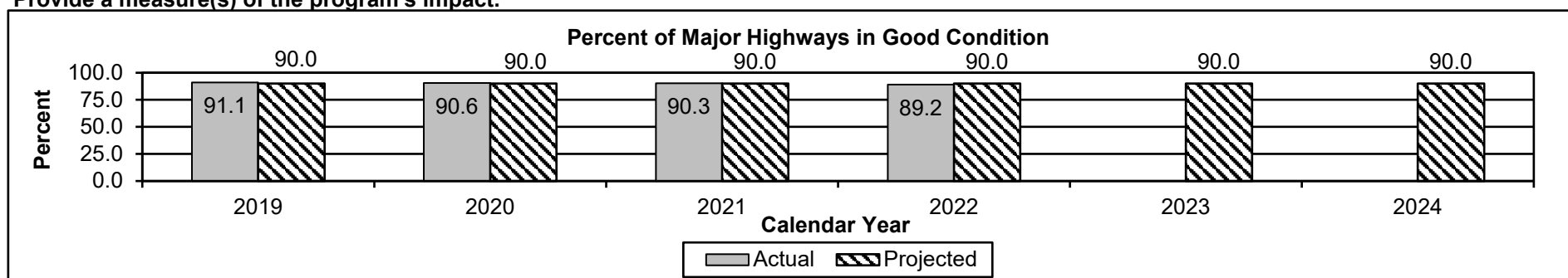
Department of Transportation

HB Section(s): 4.429

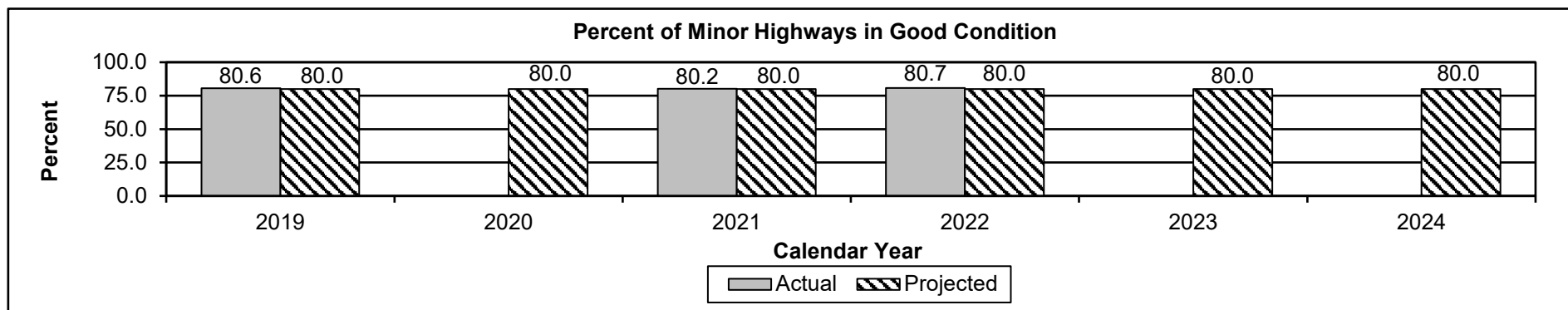
Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue

2c. Provide a measure(s) of the program's impact.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.

PROGRAM DESCRIPTION

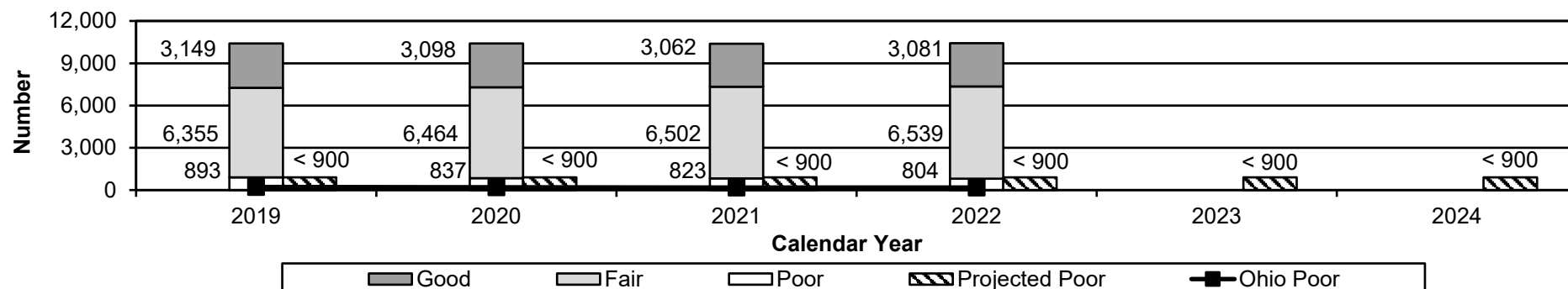
Department of Transportation

HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue

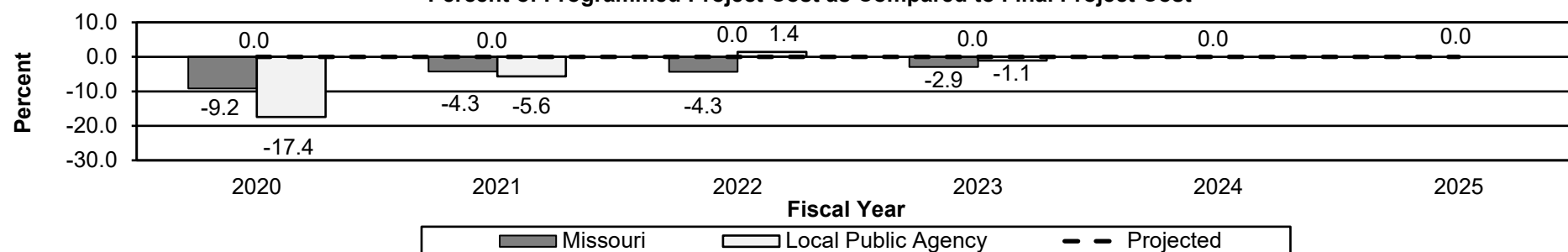
Statewide Condition of All Bridges



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

2d. Provide a measure(s) of the program's efficiency.

Percent of Programmed Project Cost as Compared to Final Project Cost



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.

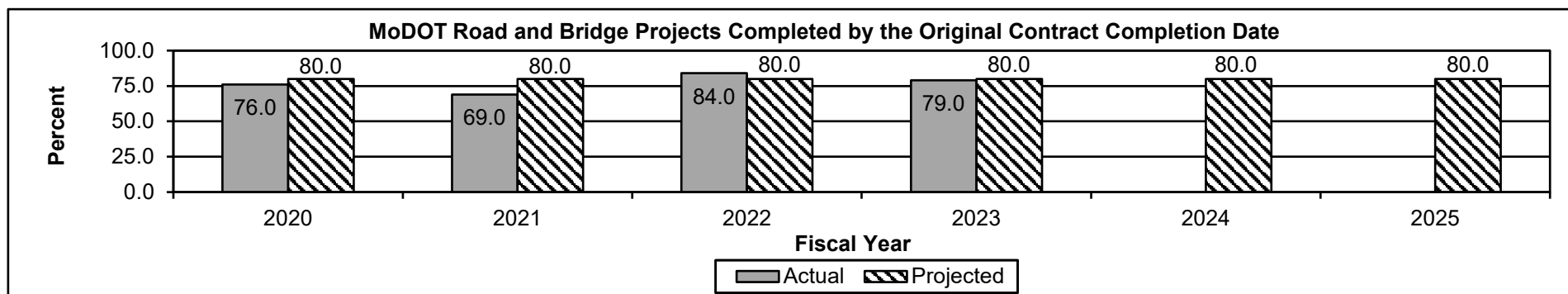
PROGRAM DESCRIPTION

Department of Transportation

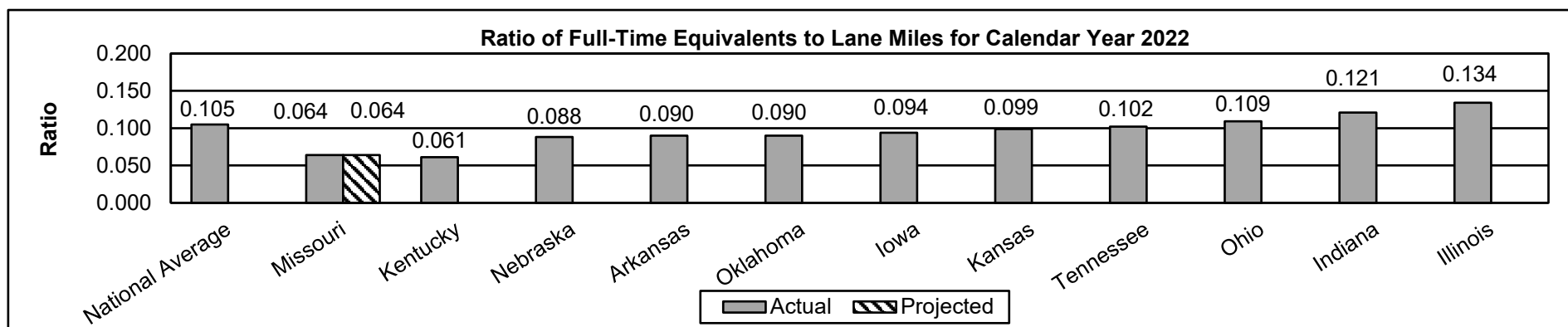
HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

PROGRAM DESCRIPTION

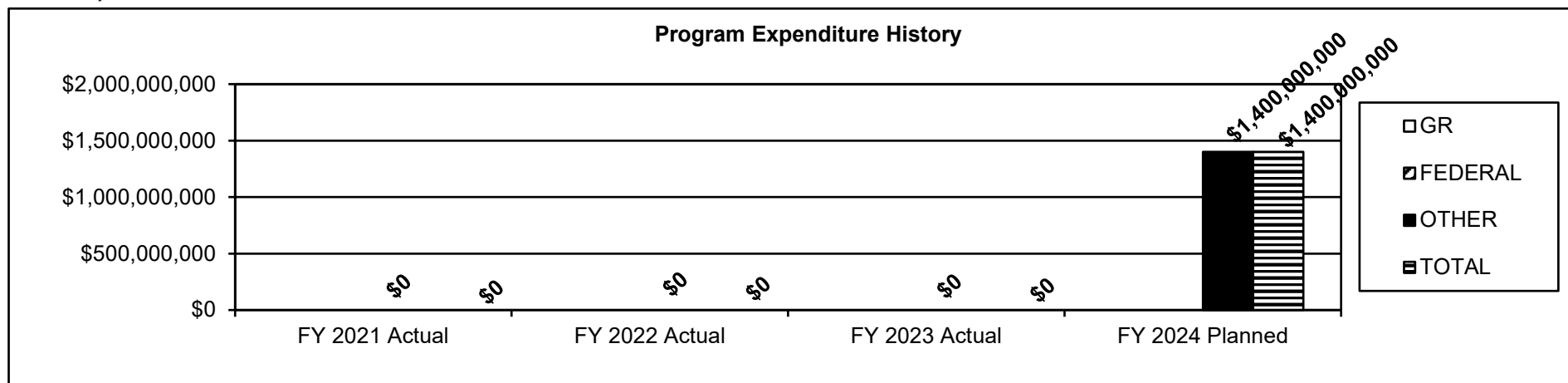
Department of Transportation

HB Section(s): 4.429

Program Name: Improve I-70 Program

Program is found in the following core budget(s): I-70 from General Revenue

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund I-70 Project Fund (0324)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

House Bill 4, Section 4.429

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE BONDING TRANSFER								
CORE								
FUND TRANSFERS								
GENERAL REVENUE	45,248,775	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL - TRF	45,248,775	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL	45,248,775	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
GRAND TOTAL	\$45,248,775	0.00	\$45,550,000	0.00	\$45,550,000	0.00	\$0	0.00

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CORE DECISION ITEM

Department of Transportation
 Division: Program Delivery
 Core: Focus on Bridges - Debt Service Transfer

Budget Unit: Bridge Bonding Transfer
 HB Section: 4.430

1. CORE FINANCIAL SUMMARY

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	45,550,000	0	0	45,550,000
Total	45,550,000	0	0	45,550,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

This is needed to transfer funds from the General Revenue Fund (0101) to the State Road Fund (0320) for debt service for the Focus on Bridges Program.

3. PROGRAM LISTING (list programs included in this core funding)

This section is not applicable.

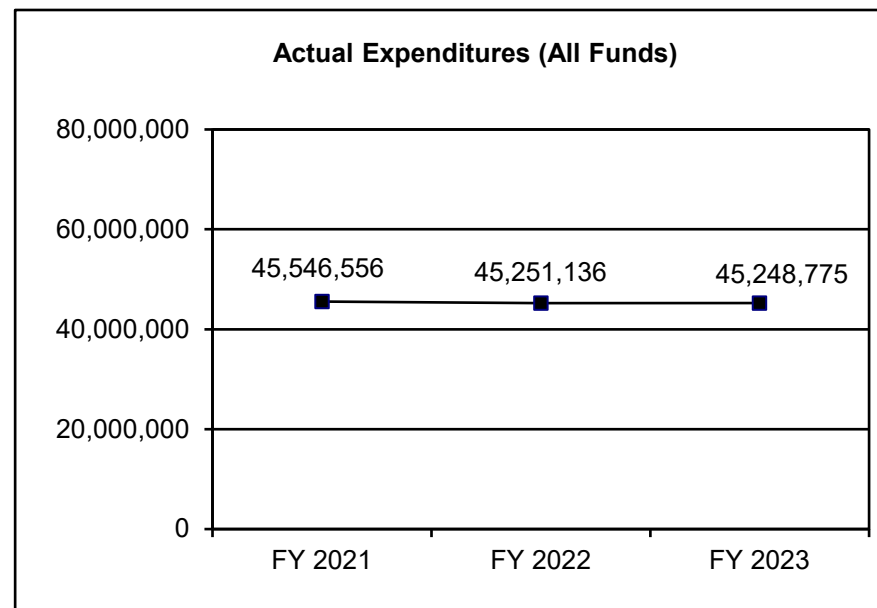
CORE DECISION ITEM

Department of Transportation
 Division: Program Delivery
 Core: Focus on Bridges - Debt Service Transfer

Budget Unit: Bridge Bonding Transfer
 HB Section: 4.430

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	45,550,000	45,550,000	45,550,000	45,550,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	45,550,000	45,550,000	45,550,000	N/A
Actual Expenditures (All Funds)	45,546,556	45,251,136	45,248,775	N/A
Unexpended (All Funds)	3,444	298,864	301,225	N/A
Unexpended, by Fund:				
General Revenue	3,444	298,864	301,225	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

BRIDGE BONDING TRANSFER

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	45,550,000	0	0	45,550,000	
	Total	0.00	45,550,000	0	0	45,550,000	
DEPARTMENT CORE REQUEST							
	TRF	0.00	45,550,000	0	0	45,550,000	
	Total	0.00	45,550,000	0	0	45,550,000	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	45,550,000	0	0	45,550,000	
	Total	0.00	45,550,000	0	0	45,550,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE BONDING TRANSFER								
CORE								
TRANSFERS OUT	45,248,775	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL - TRF	45,248,775	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
GRAND TOTAL	\$45,248,775	0.00	\$45,550,000	0.00	\$45,550,000	0.00	\$0	0.00
GENERAL REVENUE	\$45,248,775	0.00	\$45,550,000	0.00	\$45,550,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.430

Program Name: Focus on Bridges - Debt Service Transfer

Program is found in the following core budget(s): Bridge Bonding Transfer

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This is needed to transfer funds from the General Revenue Fund (0101) to the State Road Fund (0320) to pay debt service for state road bonds that were issued for the construction and repair of bridges as part of the Focus on Bridges Program.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

PROGRAM DESCRIPTION

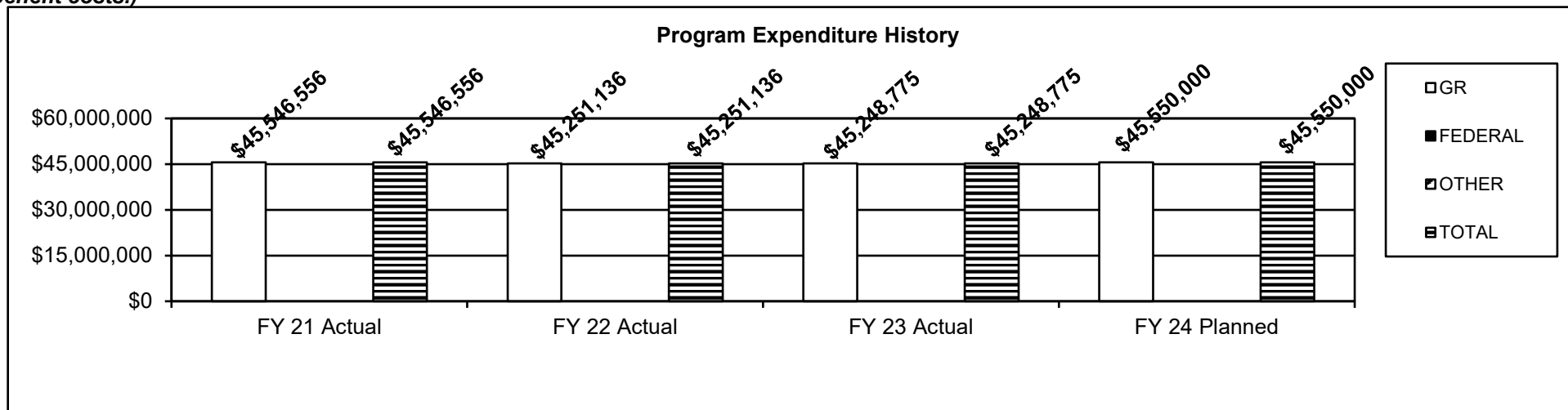
Department of Transportation

HB Section(s): 4.430

Program Name: Focus on Bridges - Debt Service Transfer

Program is found in the following core budget(s): Bridge Bonding Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Truly Agreed to and Finally Passed Senate Substitute #2 for Senate Concurrent Resolution 14 (2019)

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE BOND DEBT SERVICE								
CORE								
PROGRAM-SPECIFIC								
STATE ROAD	45,226,295	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL - PD	45,226,295	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL	45,226,295	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
GRAND TOTAL	\$45,226,295	0.00	\$45,550,000	0.00	\$45,550,000	0.00	\$0	0.00

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COMMISSION APPROVED ITEM

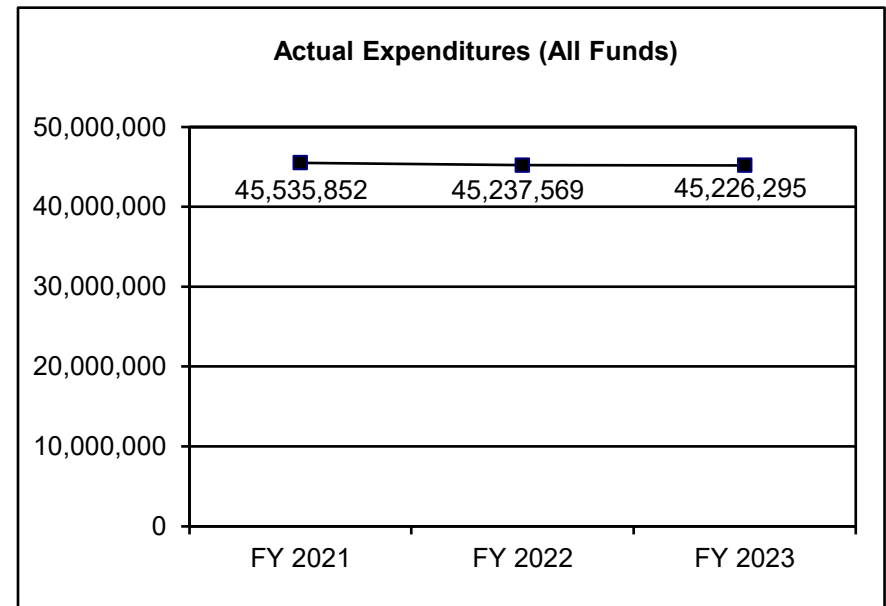
Department of Transportation					Budget Unit: <u>Focus on Bridges - Debt Service</u>				
Division: Program Delivery									
Core: Focus on Bridges - Debt Service					HB Section: <u>4.435</u>				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	45,550,000	45,550,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	45,550,000	45,550,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: State Road Fund (0320)					Other Funds:				
2. CORE DESCRIPTION									
This item is needed to pay annual debt service for the Focus on Bridges Program.									
3. PROGRAM LISTING (list programs included in this core funding)									
This section is not applicable.									

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: <u>Focus on Bridges - Debt Service</u>
Division: <u>Program Delivery</u>	
Core: <u>Focus on Bridges - Debt Service</u>	HB Section: <u>4.435</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	45,550,000	45,550,000	45,550,000	45,550,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	45,550,000	45,550,000	45,550,000	N/A
Actual Expenditures (All Funds)	45,535,852	45,237,569	45,226,295	N/A
Unexpended (All Funds)	14,148	312,431	323,705	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	14,148	312,431	323,705	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

BRIDGE BOND DEBT SERVICE

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	45,550,000	45,550,000	
	Total	0.00	0	0	45,550,000	45,550,000	
DEPARTMENT CORE							
	PD	0.00	0	0	45,550,000	45,550,000	
	Total	0.00	0	0	45,550,000	45,550,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	45,550,000	45,550,000	
	Total	0.00	0	0	45,550,000	45,550,000	

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
BRIDGE BOND DEBT SERVICE								
CORE								
DEBT SERVICE	45,226,295	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
TOTAL - PD	45,226,295	0.00	45,550,000	0.00	45,550,000	0.00	0	0.00
GRAND TOTAL	\$45,226,295	0.00	\$45,550,000	0.00	\$45,550,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$45,226,295	0.00	\$45,550,000	0.00	\$45,550,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.435

Program Name: Focus on Bridges - Debt Service

Program is found in the following core budget(s): Bridge Bond Debt Service

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program is for the replacement or repair of bridges on the state highway system as part of the Focus on Bridges Program.

2a. Provide an activity measure(s) for the program.

Statewide Condition of All Bridges	Calendar Year					
	2017	2018	2019	2020	2021	2022
Good	3,379	3,243	3,149	3,098	3,062	3,081
Fair	6,084	6,232	6,355	6,464	6,502	6,539
Poor	922	909	893	837	823	804
Total:	10,385	10,384	10,397	10,399	10,387	10,424
Weight Restricted ¹	1,194	1,131	1,081	963	961	935

¹Weight restricted means a bridge is unable to carry some normal traffic.

PROGRAM DESCRIPTION

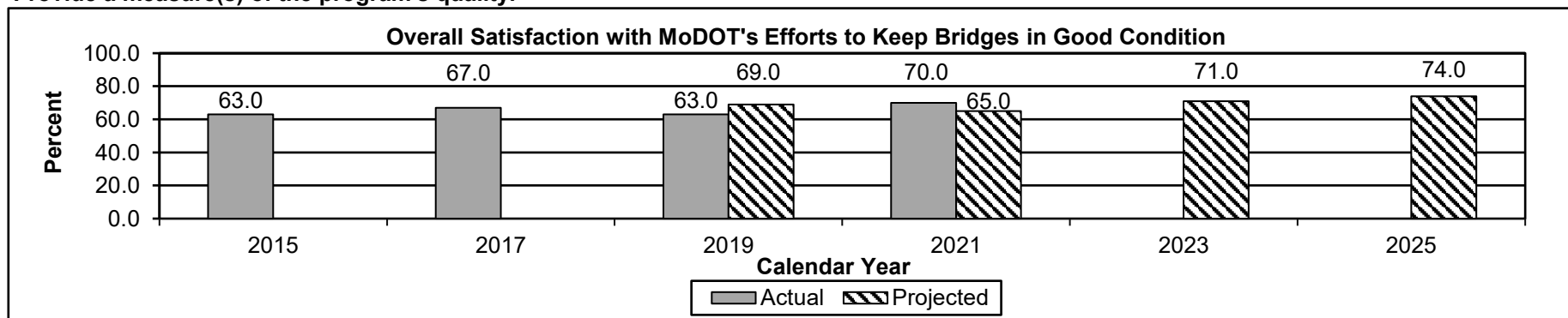
Department of Transportation

HB Section(s): 4.435

Program Name: Focus on Bridges - Debt Service

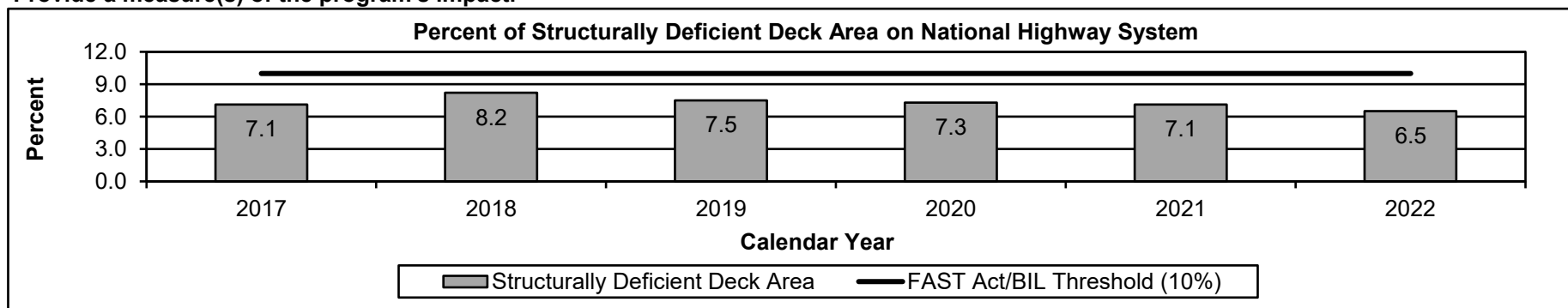
Program is found in the following core budget(s): Bridge Bond Debt Service

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The question surveyed was, "How satisfied are you with MoDOT's efforts to keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



This measure shows the percent of structurally deficient deck area for bridges on the National Highway System (NHS). The MoDOT system currently has 3,582 NHS structures, with 145 being structurally deficient. The FAST Act and the Bipartisan Infrastructure Law (BIL) established a 10 percent penalty threshold for states that, when exceeded, requires a state to focus money on bridges until they are back under 10 percent.

PROGRAM DESCRIPTION

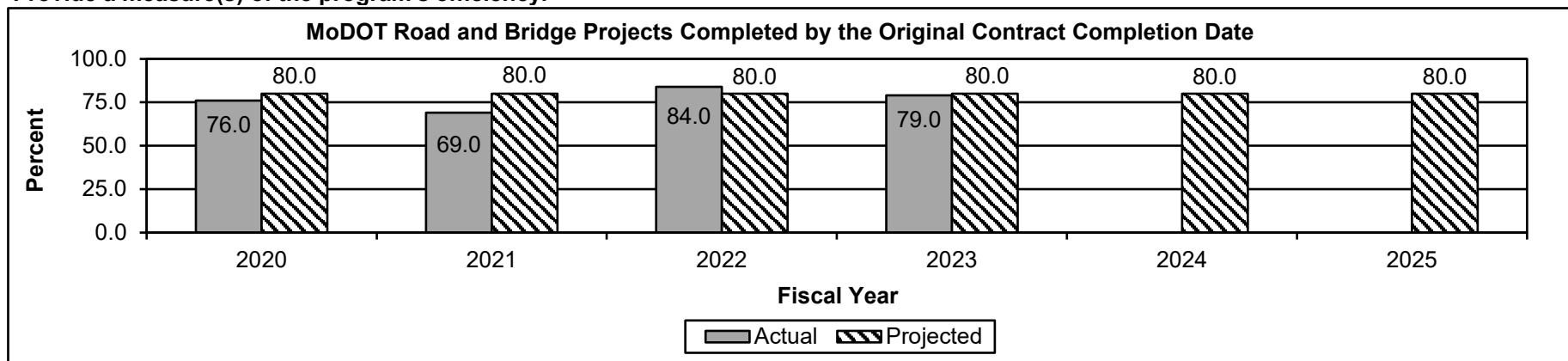
Department of Transportation

HB Section(s): 4.435

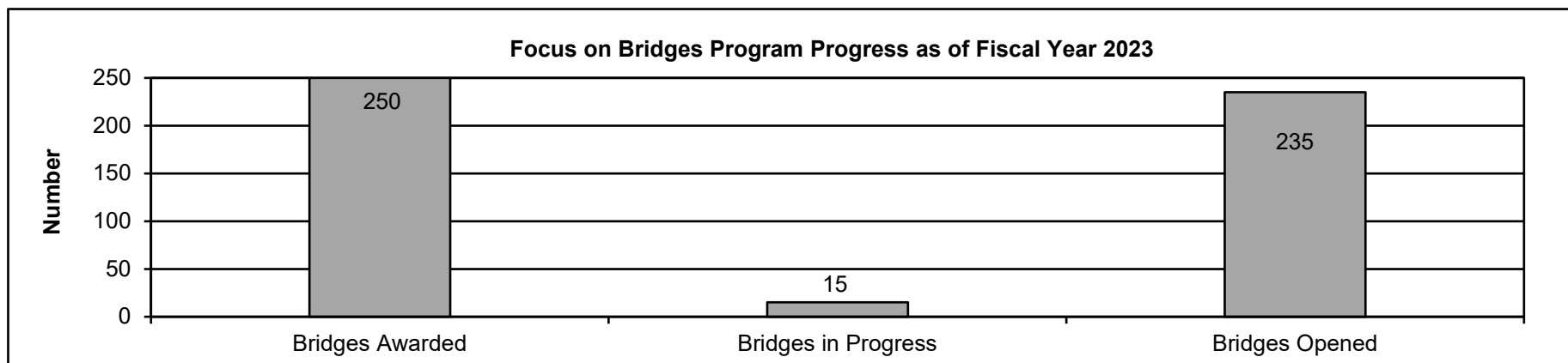
Program Name: Focus on Bridges - Debt Service

Program is found in the following core budget(s): Bridge Bond Debt Service

2d. Provide a measure(s) of the program's efficiency.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.



The Focus on Bridges program will repair or replace 250 bridges in poor condition across Missouri. This program will be finished when all 250 bridges have been awarded and completed. It is projected that all 250 bridges will be completed by the end of May 2024.

PROGRAM DESCRIPTION

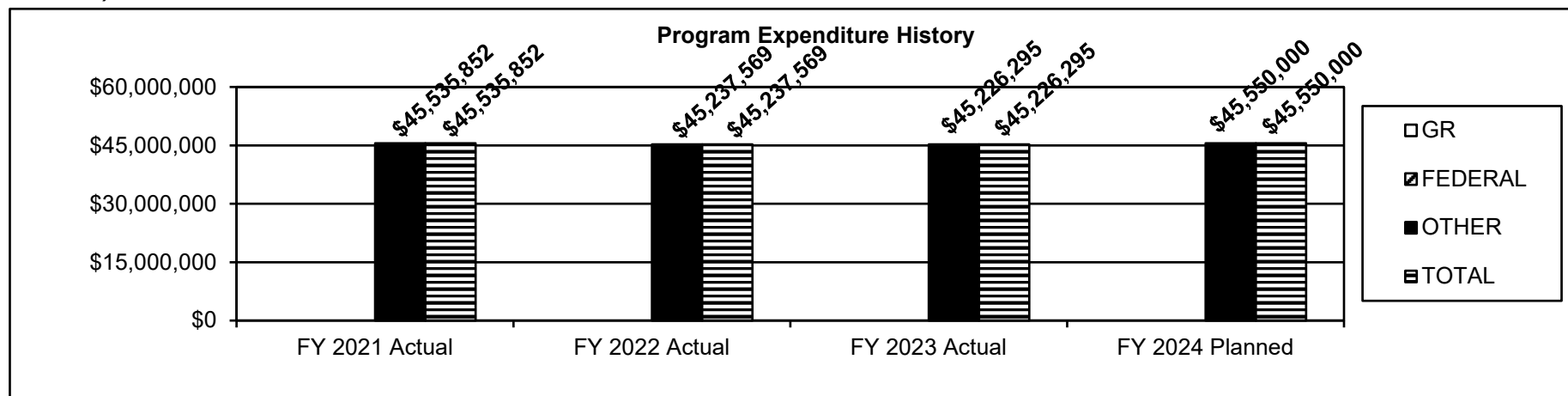
Department of Transportation

HB Section(s): 4.435

Program Name: Focus on Bridges - Debt Service

Program is found in the following core budget(s): Bridge Bond Debt Service

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Truly Agreed to and Finally Passed Senate Substitute #2 for Senate Concurrent Resolution 14 (2019)

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE REPAIR & REPLACEMENT								
CORE								
PERSONAL SERVICES								
STATE ROAD	3,476,167	33.30	7,489,119	0.00	3,718,296	0.00	0	0.00
TOTAL - PS	3,476,167	33.30	7,489,119	0.00	3,718,296	0.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	76,886,449	0.00	91,782,903	0.00	14,785,182	0.00	0	0.00
TOTAL - EE	76,886,449	0.00	91,782,903	0.00	14,785,182	0.00	0	0.00
PROGRAM-SPECIFIC								
STATE ROAD	182,198	0.00	300,000	0.00	300,000	0.00	0	0.00
TOTAL - PD	182,198	0.00	300,000	0.00	300,000	0.00	0	0.00
TOTAL	80,544,814	33.30	99,572,022	0.00	18,803,478	0.00	0	0.00
GRAND TOTAL	\$80,544,814	33.30	\$99,572,022	0.00	\$18,803,478	0.00	\$0	0.00

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COMMISSION APPROVED ITEM

Department of Transportation					Budget Unit: Bridge Repair & Replacement				
Division: Program Delivery					HB Section: 4.440				
Core: Focus on Bridges - Bond Proceeds									
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	3,718,296	3,718,296	PS	0	0	0	0
EE	0	0	15,085,182	15,085,182	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	18,803,478	18,803,478	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	2,580,801	2,580,801	HB 4	0	0	0	0
HB 5	0	0	87,473	87,473	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: State Road Fund (0320)					Other Funds:				
Notes: HB 4 fringes for this program are included in the PS total above.									
2. CORE DESCRIPTION									
This item is needed to pay for improvements to bridges as part of the Focus on Bridges Program. MoDOT is responsible for maintaining more than 10,400 bridges on the state system. There are currently 804 bridges that have been rated "poor" by the Federal Highway Administration. There are 935 bridges in Missouri that are considered weight restricted, which means they are unable to carry some normal traffic. 313 bridges in Missouri are rated both poor and weight restricted. Federal Highway Administration statistics indicate Missouri is ranked 43rd for the most bridge deck area in poor condition. The reduction to the budget request for this program is for the amount already spent.									
3. PROGRAM LISTING (list programs included in this core funding)									
This section is not applicable.									

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: Bridge Repair & Replacement
Division: Program Delivery	
Core: Focus on Bridges - Bond Proceeds	HB Section: 4.440

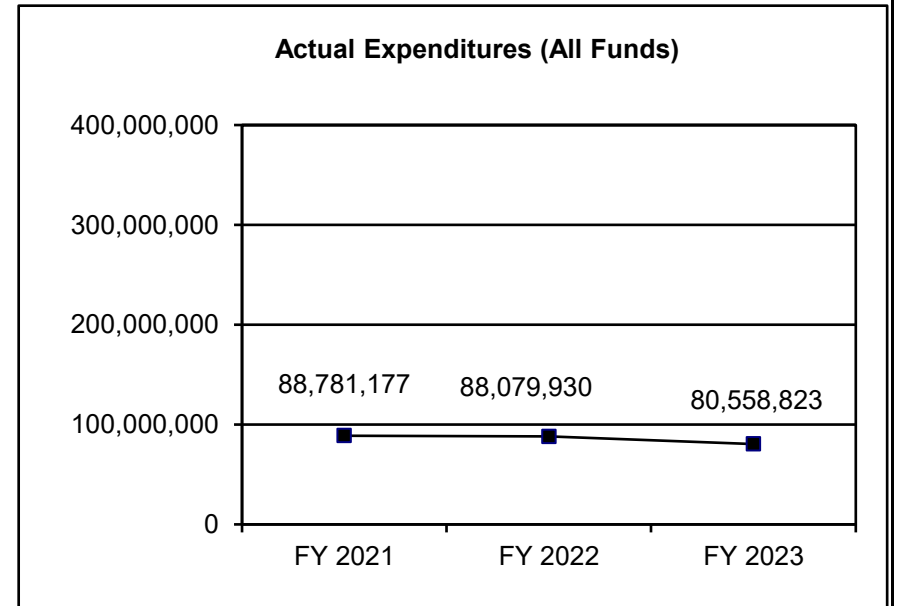
4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	301,000,000	218,236,677	129,679,454	99,572,022
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	301,000,000	218,236,677	129,679,454	N/A
Actual Expenditures (All Funds)	88,781,177	88,079,930	80,558,823	N/A
Unexpended (All Funds)	212,218,823	130,156,747	49,120,631	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	212,218,823	130,156,747	49,120,631	N/A

*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

FLEXIBILITY FORM

BUDGET UNIT NUMBER: 60590C BUDGET UNIT NAME: Bridge Repair and Replacement HOUSE BILL SECTION: 4.440		DEPARTMENT: Missouri Department of Transportation (MoDOT) DIVISION: Program Delivery
1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.		
DEPARTMENT FLEXIBILITY		
The department needs 50 percent flexibility for fiscal year 2025 between Focus on Bridges appropriations. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.		
2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.		
PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
N/A - Flexibility was not used in the prior year.	The General Assembly approved 50 percent flexibility between Focus on Bridges appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 50 percent flexibility between Focus on Bridges appropriations, as needed.
3. Please explain how flexibility was used in the prior and/or current years.		
PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE	
N/A - Flexibility was not used in the prior year.	N/A - Flexibility has not yet been used in the current year.	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**BRIDGE REPAIR & REPLACEMENT**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PS	0.00	0	0	7,489,119	7,489,119	
		EE	0.00	0	0	91,782,903	91,782,903	
		PD	0.00	0	0	300,000	300,000	
		Total	0.00	0	0	99,572,022	99,572,022	
DEPARTMENT CORE ADJUSTMENTS								
Core Reduction	[#566]	PS	0.00	0	0	(3,770,823)	(3,770,823)	Bridge Repair and Replacement reduction for prior year expenditures
Core Reduction	[#566]	EE	0.00	0	0	(76,997,721)	(76,997,721)	Bridge Repair and Replacement reduction for prior year expenditures
NET DEPARTMENT CHANGES			0.00	0	0	(80,768,544)	(80,768,544)	
DEPARTMENT CORE								
		PS	0.00	0	0	3,718,296	3,718,296	
		EE	0.00	0	0	14,785,182	14,785,182	
		PD	0.00	0	0	300,000	300,000	
		Total	0.00	0	0	18,803,478	18,803,478	
GOVERNOR'S RECOMMENDED CORE								
		PS	0.00	0	0	3,718,296	3,718,296	
		EE	0.00	0	0	14,785,182	14,785,182	
		PD	0.00	0	0	300,000	300,000	
		Total	0.00	0	0	18,803,478	18,803,478	

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE REPAIR & REPLACEMENT								
CORE								
ADMINISTRATIVE TECHNICIAN	39,166	1.10	0	0.00	0	0.00	0	0.00
SR ADMINISTRATIVE TECHNICIAN	6,667	0.15	0	0.00	0	0.00	0	0.00
SENIOR RIGHT OF WAY TECHNICIAN	895	0.02	0	0.00	0	0.00	0	0.00
MATERIALS TESTING SPECIALIST	391	0.01	0	0.00	0	0.00	0	0.00
SENIOR MATERIALS TECHNICIAN	10,934	0.24	0	0.00	0	0.00	0	0.00
CONSTRUCTION TECHNICIAN	14,612	0.40	0	0.00	0	0.00	0	0.00
SR CONSTRUCTION TECHNICIAN	155,032	3.47	0	0.00	0	0.00	0	0.00
INTER CONSTRUCTION TECH	27,382	0.65	0	0.00	0	0.00	0	0.00
SENIOR DESIGN TECHNICIAN	1,084	0.03	0	0.00	0	0.00	0	0.00
INTER MATERIALS TECH	7,750	0.18	0	0.00	0	0.00	0	0.00
INTERMEDIATE SURVEY TECHNICIAN	1,473	0.03	0	0.00	0	0.00	0	0.00
LAND SURVEYOR IN TRAINING	1,468	0.03	0	0.00	0	0.00	0	0.00
DISTRICT LAND SURVEY MANAGER	3,483	0.05	0	0.00	0	0.00	0	0.00
FABRICATION TECHNICIAN	3,556	0.07	0	0.00	0	0.00	0	0.00
STRUCTURAL ANALYST	988	0.02	0	0.00	0	0.00	0	0.00
DIST FINAL PLANS & REP PROC	24,445	0.50	0	0.00	0	0.00	0	0.00
STRUCTURAL SPECIALIST	1,416	0.03	0	0.00	0	0.00	0	0.00
DISTRICT UTILITIES MANAGER	1,100	0.01	0	0.00	0	0.00	0	0.00
SR FABRICATION TECHNICIAN	19,613	0.29	0	0.00	0	0.00	0	0.00
SR ENVIRNMENTAL SPECIALIST	348	0.01	0	0.00	0	0.00	0	0.00
SENIOR CHEMIST	736	0.01	0	0.00	0	0.00	0	0.00
SR ENVIRNMENTAL SPEC-SS	4,360	0.08	0	0.00	0	0.00	0	0.00
INTER R/W SPECIALIST	138	0.00	0	0.00	0	0.00	0	0.00
SR R/W SPECIALIST	837	0.01	0	0.00	0	0.00	0	0.00
RIGHT OF WAY MANAGER	1,949	0.02	0	0.00	0	0.00	0	0.00
CHEMIST	135	0.00	0	0.00	0	0.00	0	0.00
SENIOR PROJECT REVIEWER	75	0.00	0	0.00	0	0.00	0	0.00
INTERMEDIATE PROJECT REVIEWER	590	0.01	0	0.00	0	0.00	0	0.00
SENIOR ESTIMATOR	813	0.01	0	0.00	0	0.00	0	0.00
SR STRUCTURAL ENGINEER	706	0.01	0	0.00	0	0.00	0	0.00
AST DISTRICT CONSTR & MATER EN	10,604	0.13	1,753,226	0.00	568,747	0.00	0	0.00
DISTRICT CONST & MATERIALS ENG	23,212	0.22	0	0.00	0	0.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BRIDGE REPAIR & REPLACEMENT								
CORE								
ASSISTANT TO THE RESIDENT ENGI	92,827	1.12	0	0.00	0	0.00	0	0.00
STRUCTURAL HYDRAULICS ENGINEER	972	0.01	0	0.00	0	0.00	0	0.00
TRANSPORTATION PROJECT MGR	21,309	0.24	0	0.00	0	0.00	0	0.00
AREA ENGINEER	9,694	0.11	0	0.00	0	0.00	0	0.00
DISTRICT DESIGN ENGINEER	0	0.00	1,753,227	0.00	568,748	0.00	0	0.00
DISTRICT BRIDGE ENGINEER	405	0.00	0	0.00	0	0.00	0	0.00
GEOLOGIST	495	0.01	0	0.00	0	0.00	0	0.00
STRUCTURAL RESOURCE MANAGER	2,718	0.03	0	0.00	0	0.00	0	0.00
STRUCTURAL PROJECT MANAGER	1,746	0.02	0	0.00	0	0.00	0	0.00
SENIOR MATERIALS SPECIALIST	168	0.00	0	0.00	0	0.00	0	0.00
INTER CONST INSPECTOR	204,081	3.17	0	0.00	0	0.00	0	0.00
CONSTRUCTION INSPECTOR	384,513	6.61	0	0.00	0	0.00	0	0.00
STRUCTURAL LIAISON ENGINEER	6,710	0.07	0	0.00	0	0.00	0	0.00
TRANSP PROJECT DESIGNER	1,441	0.02	0	0.00	0	0.00	0	0.00
DISTRICT UTILITIES ENGINEER	1,268	0.02	0	0.00	0	0.00	0	0.00
FIELD MATERIALS ENGR	219	0.00	0	0.00	0	0.00	0	0.00
INTER MATERIALS INSPECTOR	30,636	0.47	0	0.00	0	0.00	0	0.00
SENIOR MATERIALS INSPECTOR	82,868	1.21	0	0.00	0	0.00	0	0.00
HIGHWAY DESIGNER	140	0.00	0	0.00	0	0.00	0	0.00
MATERIALS INSPECTOR	41,995	0.73	0	0.00	0	0.00	0	0.00
RESIDENT ENGINEER	189,677	2.02	0	0.00	0	0.00	0	0.00
SR CONSTRUCTION INSPECTOR	511,138	7.35	0	0.00	0	0.00	0	0.00
SENIOR HIGHWAY DESIGNER	11,569	0.17	0	0.00	0	0.00	0	0.00
SR STRUCTURAL DESIGNER	303	0.00	0	0.00	0	0.00	0	0.00
GEOTECHNICAL ENGINEER	1,042	0.01	0	0.00	0	0.00	0	0.00
GEOTECHNICAL DIRECTOR	852	0.01	0	0.00	0	0.00	0	0.00
GEOTECHNICAL SPECIALIST	476	0.01	0	0.00	0	0.00	0	0.00
STRUCTURAL DESIGNER	7,225	0.12	0	0.00	0	0.00	0	0.00
SURVEY INTERN	122	0.00	0	0.00	0	0.00	0	0.00
SR OFFICE ASSISTANT-TPT	73	0.00	0	0.00	0	0.00	0	0.00
ADMIN PROFESSIONAL - TPT	147	0.00	0	0.00	0	0.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	583	0.01	0	0.00	0	0.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
BRIDGE REPAIR & REPLACEMENT								
CORE								
ENGINEERING PROFESSIONAL - TPT	2,626	0.04	0	0.00	0	0.00	0	0.00
ENGINEERING PROF - TPT/SSPD	42,028	0.63	0	0.00	0	0.00	0	0.00
ENGINEERING TECHNICIAN - TPT	2,518	0.04	0	0.00	0	0.00	0	0.00
ENGINEERING TECH - TPT/SSPD	17,925	0.38	0	0.00	0	0.00	0	0.00
RIGHT OF WAY SPEC IALIST - TPT	1,268	0.02	0	0.00	0	0.00	0	0.00
CONSTRUCTION INTERN	34,497	0.86	0	0.00	0	0.00	0	0.00
DESIGN INTERN	70	0.00	0	0.00	0	0.00	0	0.00
BENEFITS	1,401,865	0.00	3,982,666	0.00	2,580,801	0.00	0	0.00
TOTAL - PS	3,476,167	33.30	7,489,119	0.00	3,718,296	0.00	0	0.00
TRAVEL, IN-STATE	711	0.00	2,039	0.00	6,039	0.00	0	0.00
TRAVEL, OUT-OF-STATE	6,175	0.00	0	0.00	600	0.00	0	0.00
SUPPLIES	0	0.00	4,000	0.00	4,000	0.00	0	0.00
PROFESSIONAL SERVICES	948,404	0.00	10,003,000	0.00	4,576,561	0.00	0	0.00
PROPERTY & IMPROVEMENTS	75,931,159	0.00	81,771,364	0.00	10,195,482	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	0	0.00	2,000	0.00	2,000	0.00	0	0.00
MISCELLANEOUS EXPENSES	0	0.00	500	0.00	500	0.00	0	0.00
TOTAL - EE	76,886,449	0.00	91,782,903	0.00	14,785,182	0.00	0	0.00
PROGRAM DISTRIBUTIONS	182,198	0.00	300,000	0.00	300,000	0.00	0	0.00
TOTAL - PD	182,198	0.00	300,000	0.00	300,000	0.00	0	0.00
GRAND TOTAL	\$80,544,814	33.30	\$99,572,022	0.00	\$18,803,478	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$80,544,814	33.30	\$99,572,022	0.00	\$18,803,478	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.440

Program Name: Focus on Bridges - Bond Proceeds

Program is found in the following core budget(s): Bridge Repair & Replacement

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system
 Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program is for the replacement or repair of bridges on the state highway system as part of the Focus on Bridges Program.

2a. Provide an activity measure(s) for the program.

Statewide Condition of All Bridges	Calendar Year					
	2017	2018	2019	2020	2021	2022
Good	3,379	3,243	3,149	3,098	3,062	3,081
Fair	6,084	6,232	6,355	6,464	6,502	6,539
Poor	922	909	893	837	823	804
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¹Weight restricted means a bridge is unable to carry some normal traffic.

PROGRAM DESCRIPTION

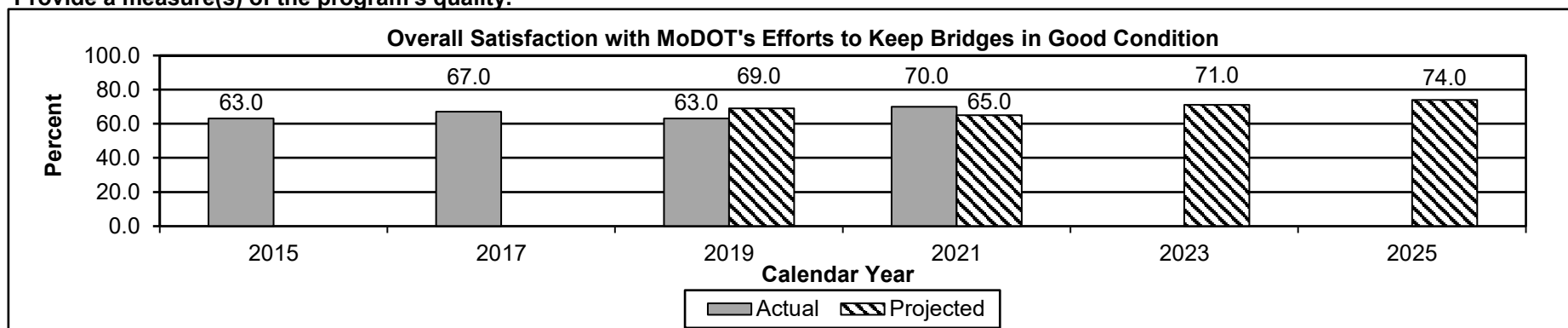
Department of Transportation

HB Section(s): 4.440

Program Name: Focus on Bridges - Bond Proceeds

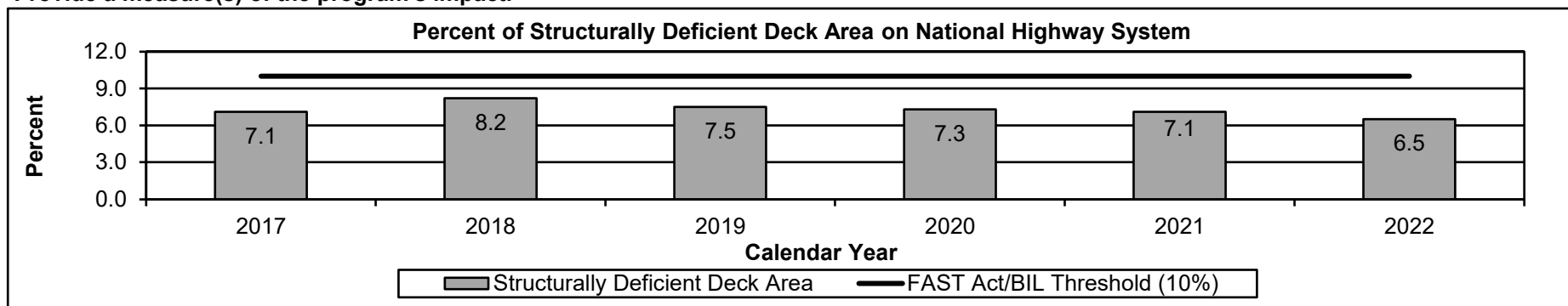
Program is found in the following core budget(s): Bridge Repair & Replacement

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The question surveyed was, "How satisfied are you with MoDOT's efforts to keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



This measure shows the percent of structurally deficient deck area for bridges on the National Highway System (NHS). The MoDOT system currently has 3,582 NHS structures, with 145 being structurally deficient. The FAST Act and the Bipartisan Infrastructure Law (BIL) established a 10 percent penalty threshold for states that, when exceeded, requires a state to focus money on bridges until they are back under 10 percent.

PROGRAM DESCRIPTION

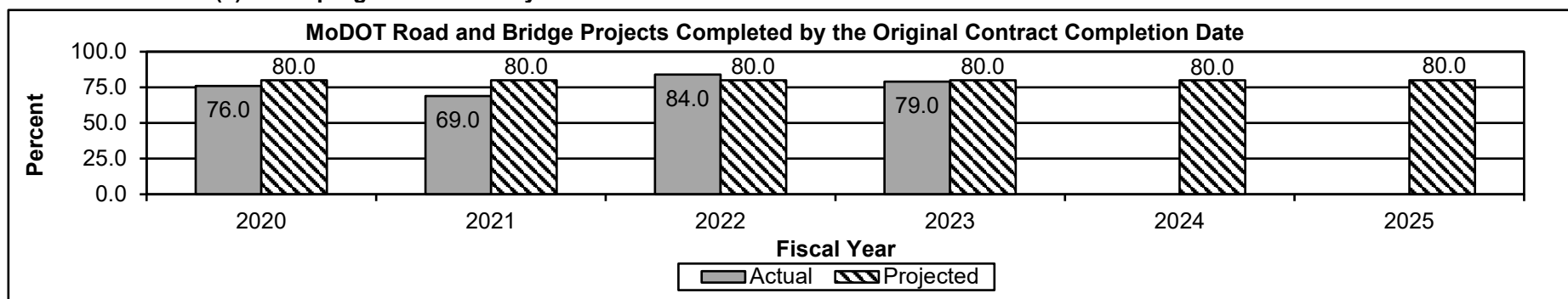
Department of Transportation

HB Section(s): 4.440

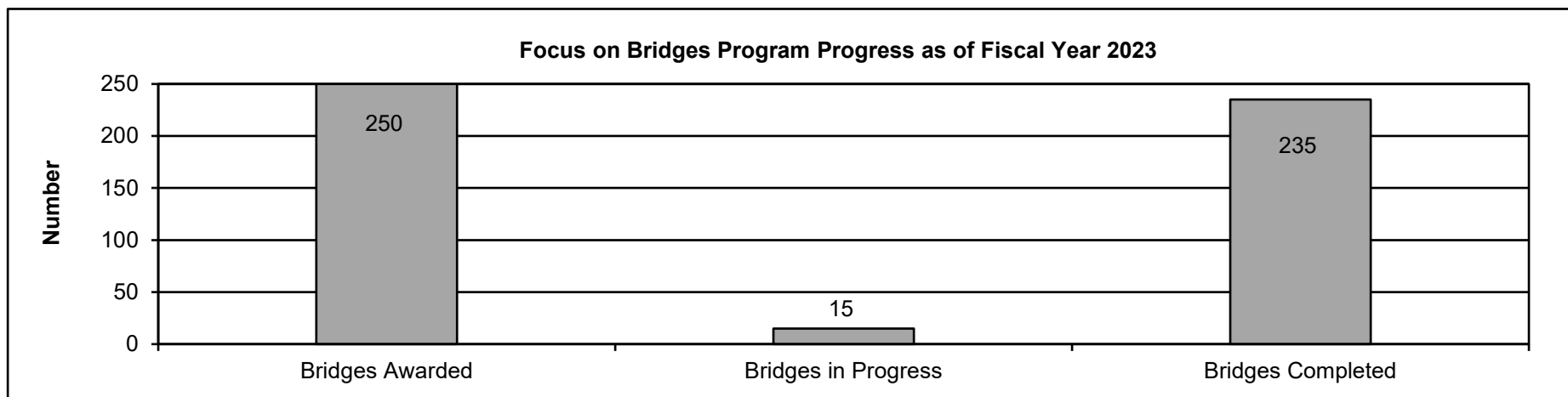
Program Name: Focus on Bridges - Bond Proceeds

Program is found in the following core budget(s): Bridge Repair & Replacement

2d. Provide a measure(s) of the program's efficiency.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.



The Focus on Bridges program will repair or replace 250 bridges in poor condition across Missouri. This program will be finished when all 250 bridges have been awarded and completed. It is projected that all 250 bridges will be completed by the end of May 2024.

PROGRAM DESCRIPTION

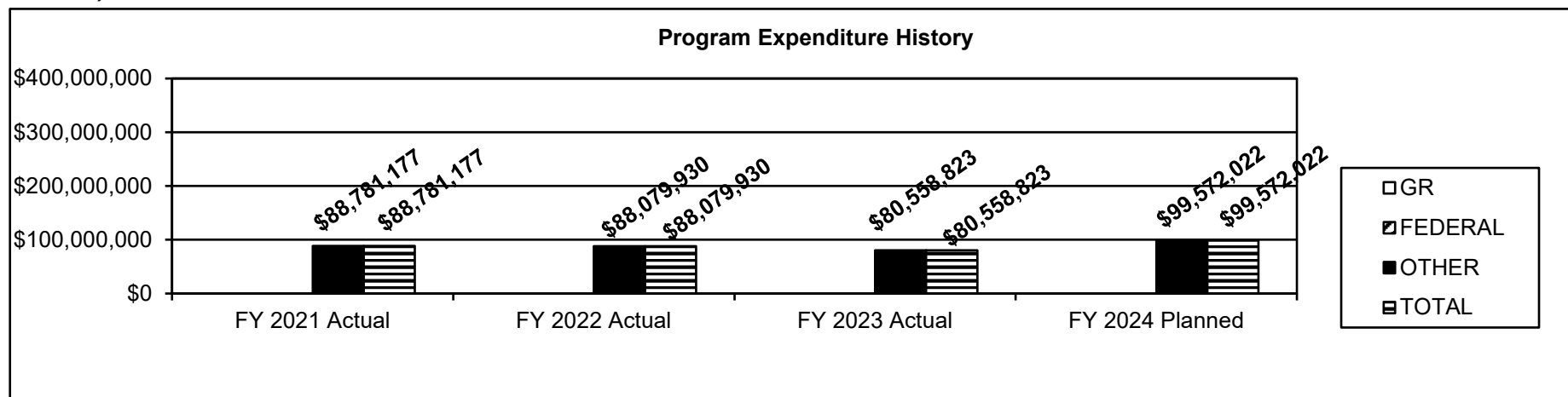
Department of Transportation

HB Section(s): 4.440

Program Name: Focus on Bridges - Bond Proceeds

Program is found in the following core budget(s): Bridge Repair & Replacement

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Truly Agreed to and Finally Passed Senate Substitute #2 for Senate Concurrent Resolution 14 (2019)

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
TRANS COST-SHARE PROGRAM									
CORE									
EXPENSE & EQUIPMENT									
GENERAL REVENUE	4,497,782	0.00	0	0.00	2,000,000	0.00	0	0.00	
TOTAL - EE	4,497,782	0.00	0	0.00	2,000,000	0.00	0	0.00	
PROGRAM-SPECIFIC									
GENERAL REVENUE	100,564	0.00	16,640,374	0.00	13,062,041	0.00	0	0.00	
BUDGET STABILIZATION	0	0.00	75,000,000	0.00	75,000,000	0.00	0	0.00	
TOTAL - PD	100,564	0.00	91,640,374	0.00	88,062,041	0.00	0	0.00	
TOTAL	4,598,346	0.00	91,640,374	0.00	90,062,041	0.00	0	0.00	
GRAND TOTAL	\$4,598,346	0.00	\$91,640,374	0.00	\$90,062,041	0.00	\$0	0.00	

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CORE DECISION ITEM

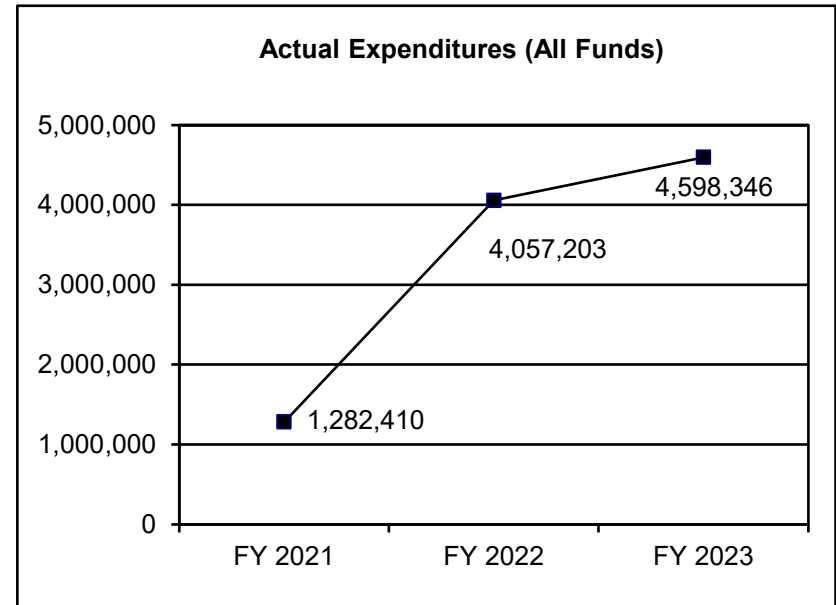
Department of Transportation					Budget Unit: <u>Transportation Cost-Share Program</u>				
Division: <u>Program Delivery</u>									
Core: <u>Transportation Cost-Share Program</u>					HB Section: <u>4.445</u>				
1. CORE FINANCIAL SUMMARY									
	FY 2025 Budget Request					FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	15,062,041	75,000,000	0	90,062,041	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	15,062,041	75,000,000	0	90,062,041	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
Est. Fringe	0	0	0	0	Est. Fringe	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds:					Other Funds:				
2. CORE DESCRIPTION									
This funding is for a Transportation Cost-Share Program with local communities. MoDOT and the Department of Economic Development work cooperatively to select projects with the greatest economic benefit to the state. The reduction to the budget request for this program is for the amount already spent.									
3. PROGRAM LISTING (list programs included in this core funding)									
This section is not applicable.									

CORE DECISION ITEM

Department of Transportation	Budget Unit: <u>Transportation Cost-Share Program</u>
Division: <u>Program Delivery</u>	
Core: <u>Transportation Cost-Share Program</u>	HB Section: <u>4.445</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	50,000,000	25,000,000	98,717,590	91,640,374
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	50,000,000	25,000,000	98,717,590	N/A
Actual Expenditures (All Funds)	1,282,410	4,057,203	4,598,346	N/A
Unexpended (All Funds)	48,717,590	20,942,797	94,119,244	N/A
Unexpended, by Fund:				
General Revenue	23,717,590	20,942,797	19,119,244	N/A
Federal	25,000,000	0	75,000,000	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**TRANS COST-SHARE PROGRAM****5. CORE RECONCILIATION**

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PD	0.00	16,640,374	75,000,000	0	91,640,374	
		Total	0.00	16,640,374	75,000,000	0	91,640,374	
DEPARTMENT CORE ADJUSTMENTS								
Core Reduction	[#567]	PD	0.00	(1,578,333)	0	0	(1,578,333)	Transportation Cost Share reduction for prior year expenditures
Core Reallocation	[#486]	EE	0.00	2,000,000	0	0	2,000,000	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#486]	PD	0.00	(2,000,000)	0	0	(2,000,000)	BOBC reallocation based on historical actual expenditures
NET DEPARTMENT CHANGES			0.00	(1,578,333)	0	0	(1,578,333)	
DEPARTMENT CORE REQUEST								
		EE	0.00	2,000,000	0	0	2,000,000	
		PD	0.00	13,062,041	75,000,000	0	88,062,041	
		Total	0.00	15,062,041	75,000,000	0	90,062,041	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	2,000,000	0	0	2,000,000	
		PD	0.00	13,062,041	75,000,000	0	88,062,041	
		Total	0.00	15,062,041	75,000,000	0	90,062,041	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
TRANS COST-SHARE PROGRAM								
CORE								
PROPERTY & IMPROVEMENTS	4,497,782	0.00	0	0.00	2,000,000	0.00	0	0.00
TOTAL - EE	4,497,782	0.00	0	0.00	2,000,000	0.00	0	0.00
PROGRAM DISTRIBUTIONS	100,564	0.00	91,640,374	0.00	88,062,041	0.00	0	0.00
TOTAL - PD	100,564	0.00	91,640,374	0.00	88,062,041	0.00	0	0.00
GRAND TOTAL	\$4,598,346	0.00	\$91,640,374	0.00	\$90,062,041	0.00	\$0	0.00
GENERAL REVENUE	\$4,598,346	0.00	\$16,640,374	0.00	\$15,062,041	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$75,000,000	0.00	\$75,000,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.445

Program Name: Transportation Cost-Share

Core: Transportation Cost-Share Program

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This is for a Transportation Cost-Share Program with local communities. MoDOT and the Department of Economic Development work cooperatively to select projects with the greatest economic benefit to the state.

2a. Provide an activity measure(s) for the program.

Transportation Cost-Share Program Funding¹ (General Revenue)

Project Sponsor	Project Description	Funding
City of St. Charles	New Town Blvd Improvements	\$173,293
City of St. Charles	Riverpointe Roadway Construction	\$1,048,744
City of Ozark	McCracken Road and North 3rd Street Improvements	\$566,591
City of Springfield	Galloway Street Improvements	\$1,500,000
City of West Plains	Access Roads to Ozarks Medical Center	\$235,631
City of Hannibal	Access Road to Lakeside Business and Technology Park	\$310,848
City of Columbia	Connecting Road between Route 63 Interchange and New Haven Intersection	\$739,358
City of Carthage	Hazel Street Improvements	\$0
City of Kirksville	Business Route 63 Improvements	\$46,037
City of Lee's Summit	Colbern Road Improvements	\$8,000,000
City of Sikeston	Route 60 and Ingram Road Improvements	\$1,961,121
St. Charles County	Route A Improvements for the GM Wentzville Assembly Plant	\$480,418
Remaining Appropriation Authority by Project		\$15,062,041
Actual Project Expenditures through Fiscal Year 2023		\$9,937,959
Total Original Appropriation Authority		\$25,000,000

¹Approved by the Missouri Highways and Transportation Commission (MHTC).

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.445

Program Name: Transportation Cost-Share

Core: Transportation Cost-Share Program

Transportation Cost-Share Program Funding¹ (Budget Stabilization Fund)

Project Sponsor	Project Description	Funding
Hunt Midwest Real Estate Development, LLC	Mexico City Avenue/I-29 Interchange Improvements	\$2,574,149
City of Springfield	Eastgate Avenue Extension	\$3,480,858
Big Cedar Lodge, LLC	Route 86 Improvements	\$9,540,000
City of Raymore	Dean and 195th Street Roadway Improvements	\$4,094,666
Warren County Commission	American Foods Group-Liberty Village Drive Roadway Improvements	\$2,725,500
City of Harrisonville	South Commercial Street Extension	\$1,340,867
Pemiscot County	Route 84 Bridge Widening Project	\$822,834
City of St. Charles	Riverpointe Block 100, 200, and 300 Improvements	\$4,625,000
Kingsway Development Corp	Delmar Streetscape Improvements	\$3,281,550
St. Francois County	Berry Road Bridge	\$1,825,000
Jefferson County	Project Redbird Roadway Improvements	\$7,281,000
City of Platte City	Route 92 Capacity and Safety Improvements	\$6,667,950
Polk County	Parkview Street and 430th Road Widening and Safety Improvements	\$2,000,000
City of Carthage	Hazel Street and Airport Drive Roadway Improvements	\$656,649
City of Parkville	Route 9 Corridor Complete Streets Improvements	\$1,787,950
City of Independence	Little Blue Parkway	\$866,900
Noles Properties	Bryan Road Commercial Development	\$450,000
City of Moberly	Moberly Industrial Park Street Extension	\$555,560
City of Perryville	Progress Drive Extension	\$1,436,500
City of Monet	Lowes Lane Improvement Project	\$536,876
City of Joplin	Zora Street Widening	\$4,000,000
City of New Madrid	Blomfield Road Improvements	\$874,250
City of Harrisonville	Royal Street Extension	\$4,486,556
Herzog Contracting Corp	Route AC and Messanie Street Intersection Improvements	\$800,000
City of Owensville	Springfield Road Realignment	\$313,027
City of St. Joseph	Pickett Road and AG Expo Reconstruction	\$2,793,303
Montgomery County Commission	Mega Site Roadway Improvements	\$1,832,000
City of Bolivar	Bolivar East Loop Road	\$3,351,055
Total Appropriation Authority		<u>\$75,000,000</u>

¹Approved by the Missouri Highways and Transportation Commission (MHTC).

PROGRAM DESCRIPTION

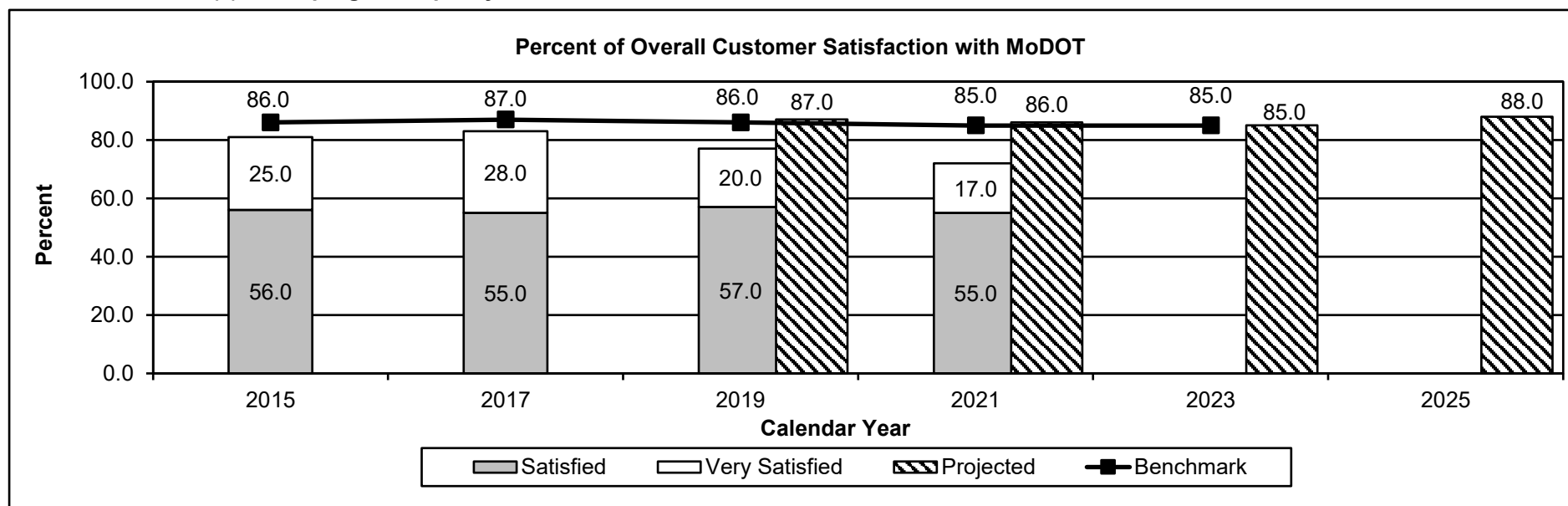
Department of Transportation

HB Section(s): 4.445

Program Name: Transportation Cost-Share

Core: Transportation Cost-Share Program

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

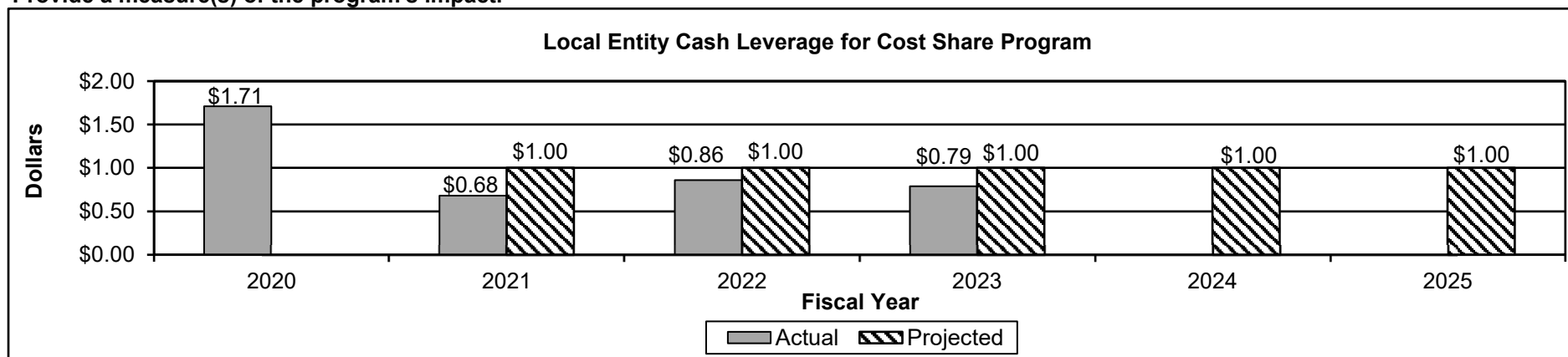
Department of Transportation

HB Section(s): 4.445

Program Name: Transportation Cost-Share

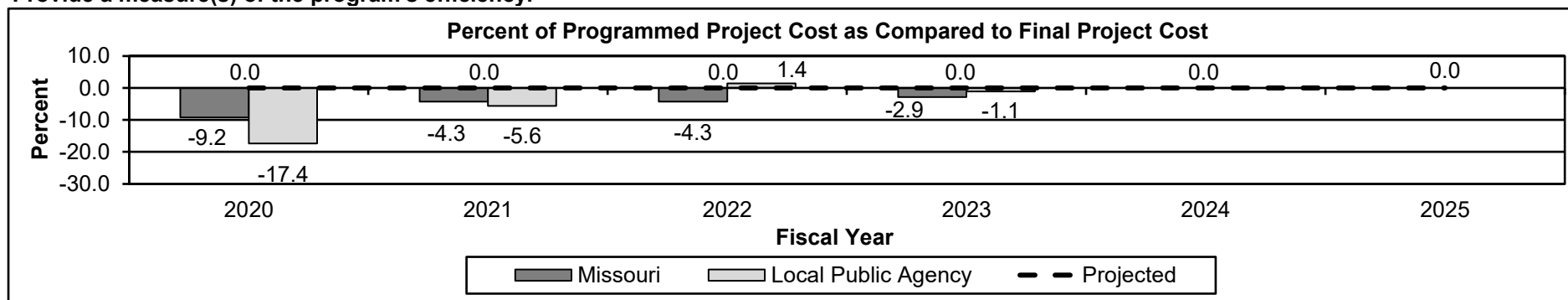
Core: Transportation Cost-Share Program

2c. Provide a measure(s) of the program's impact.



MoDOT's cost-share program builds partnerships with local entities to pool efforts and resources to deliver state highway and bridge projects. When local entities partner with MoDOT, MoDOT matches their investment up to 50 percent of the project cost. This measure shows the amount local entities provided for cost-share projects for every \$1.00 of MoDOT Cost-Share Program funds. The projections are based on the department's goal.

2d. Provide a measure(s) of the program's efficiency.



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.

PROGRAM DESCRIPTION

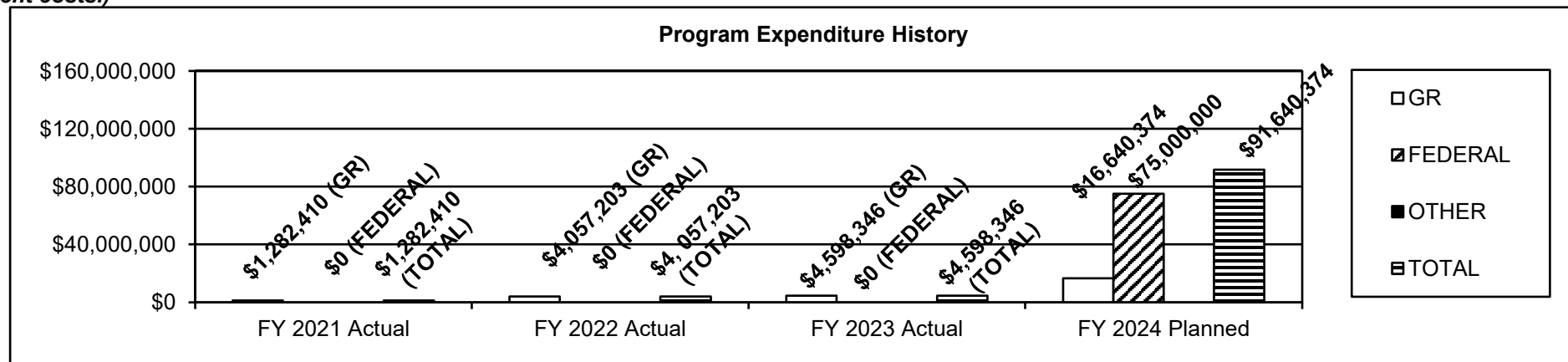
Department of Transportation

HB Section(s): 4.445

Program Name: Transportation Cost-Share

Core: Transportation Cost-Share Program

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

This program was authorized in the Truly Agreed to and Finally Passed House Bill 4, Section 4.445.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>

1. AMOUNT OF REQUEST

FY 2025 Budget Request				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	20,000,000	0	0	20,000,000
TRF	0	0	0	0
Total	20,000,000	0	0	20,000,000

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is needed to conduct an environmental study on I-44. \$20.0 million was appropriated in fiscal year 2024 as one-time funding and the study could take longer than one year to complete.

NEW DECISION ITEM
RANK: 10 **OF** 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

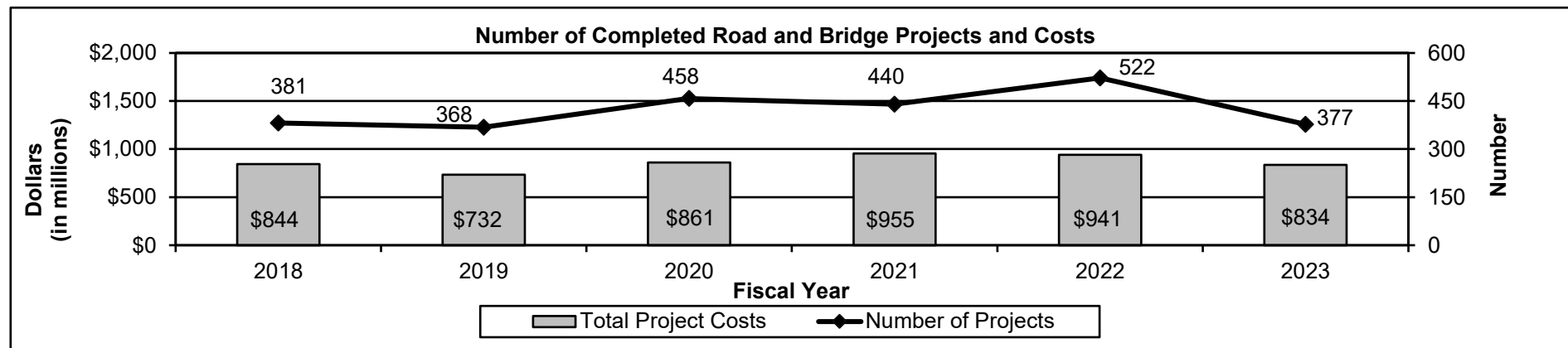
This expansion item is needed to conduct an environmental study on I-44. \$20.0 million was appropriated in fiscal year 2024 as one-time funding and the study could take longer than one year to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Professional Services	20,000,000	0.0	0	0.0	0	0.0	20,000,000	0.0	0
Total PSD	20,000,000	0.0	0	0.0	0	0.0	20,000,000	0.0	0
Grand Total	20,000,000	0.0	0	0.0	0	0.0	20,000,000	0.0	0

6. PERFORMANCE MEASURES

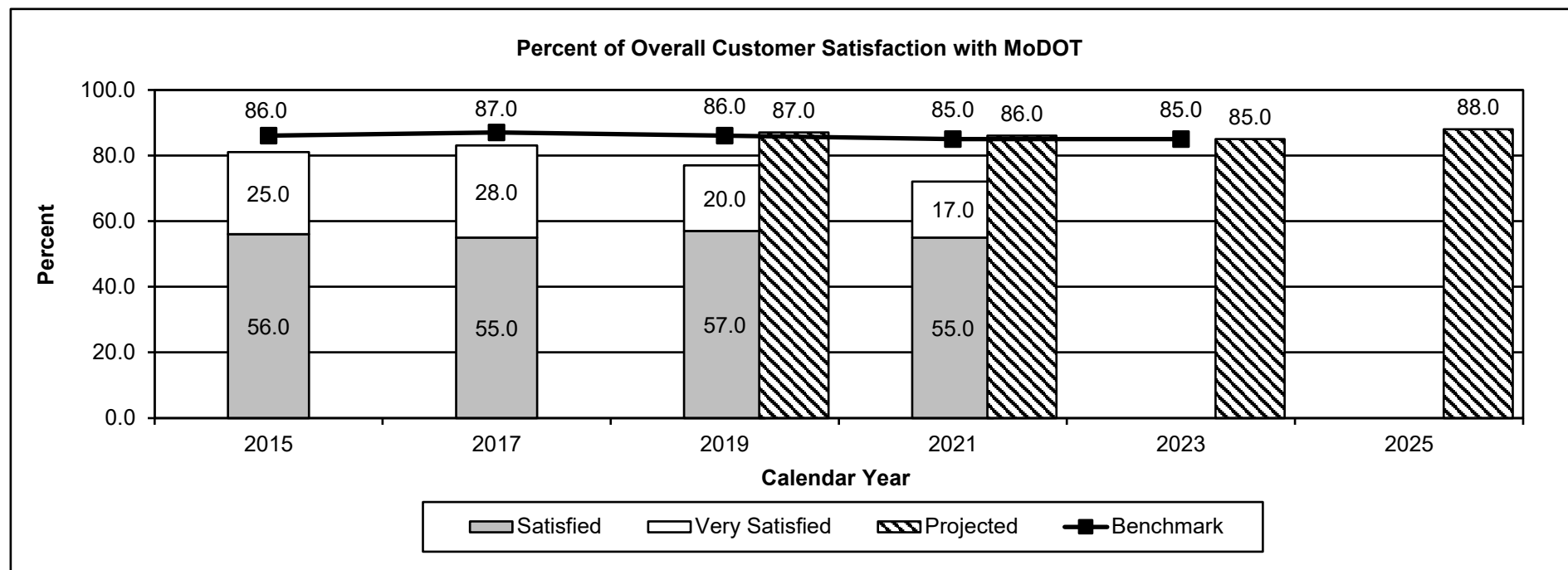
6a. Provide an activity measure(s) for the program.



NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>

6b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

NEW DECISION ITEM
RANK: 10 **OF** 23

Department of Transportation

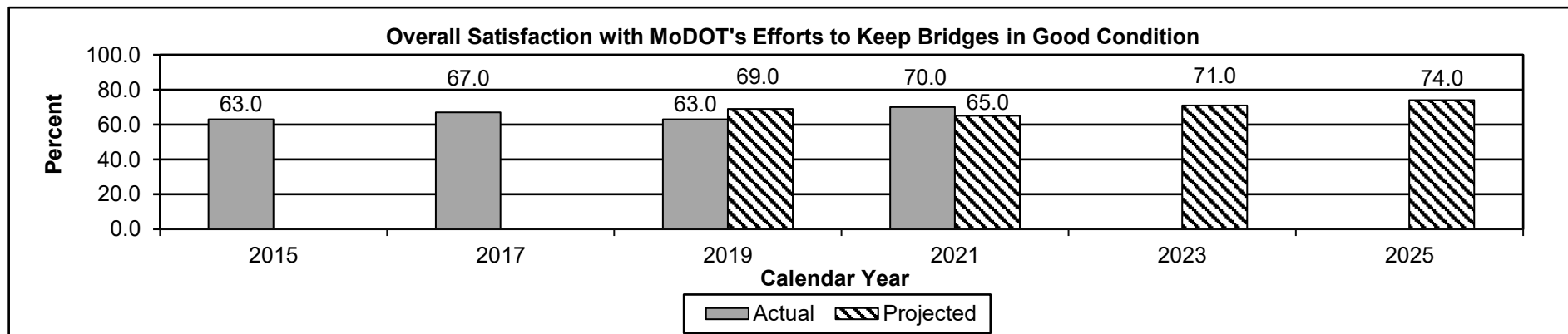
Budget Unit Program Delivery

Division: Program Delivery

DI Name: I-44 Environmental Study Expansion

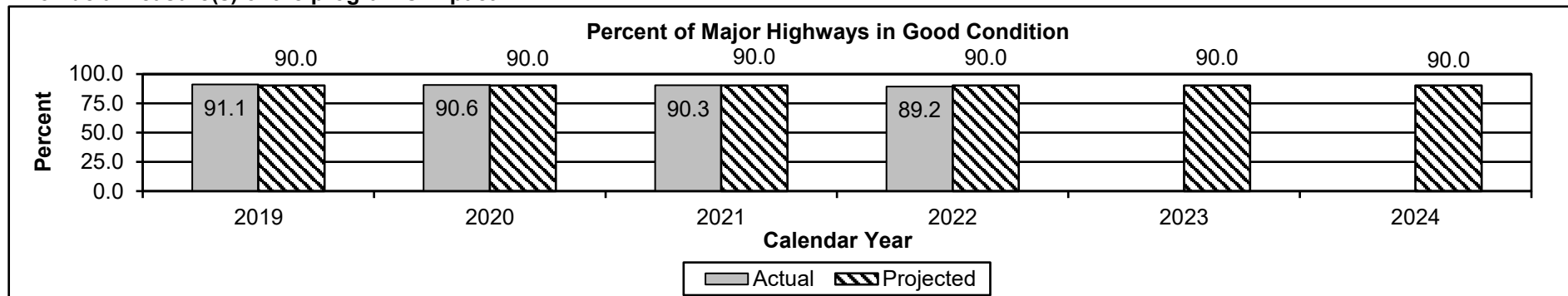
DI# 1605010

HB Section 4.446



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The question surveyed was, "How satisfied are you with MoDOT's efforts to keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

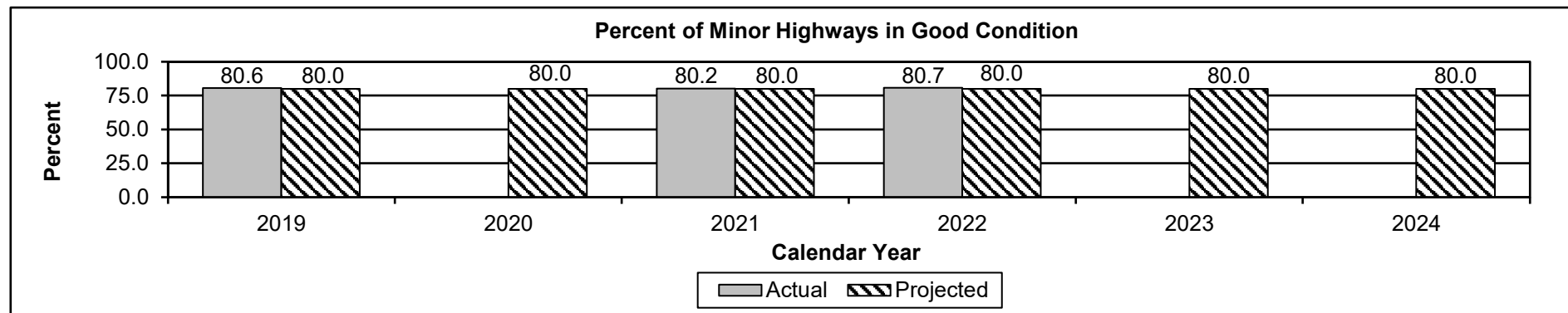
6c. Provide a measure(s) of the program's impact.



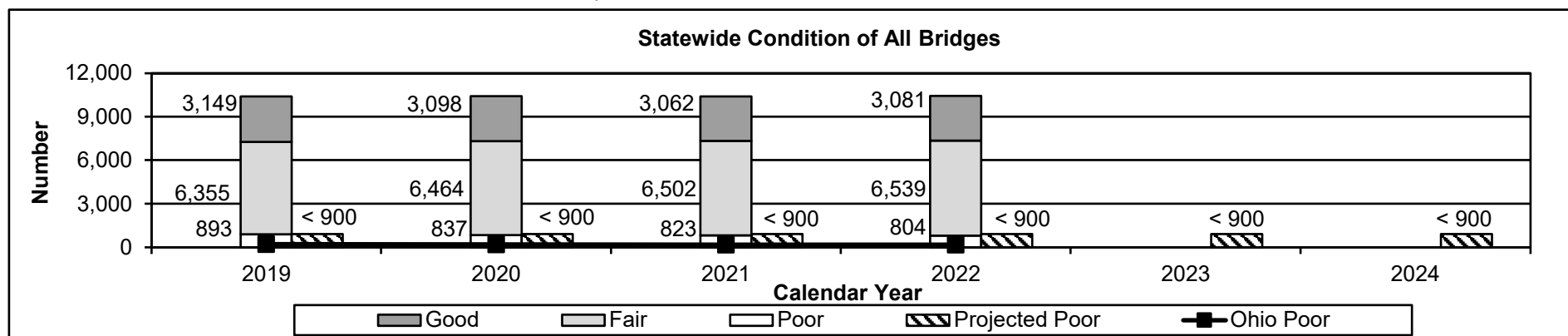
The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.

NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.

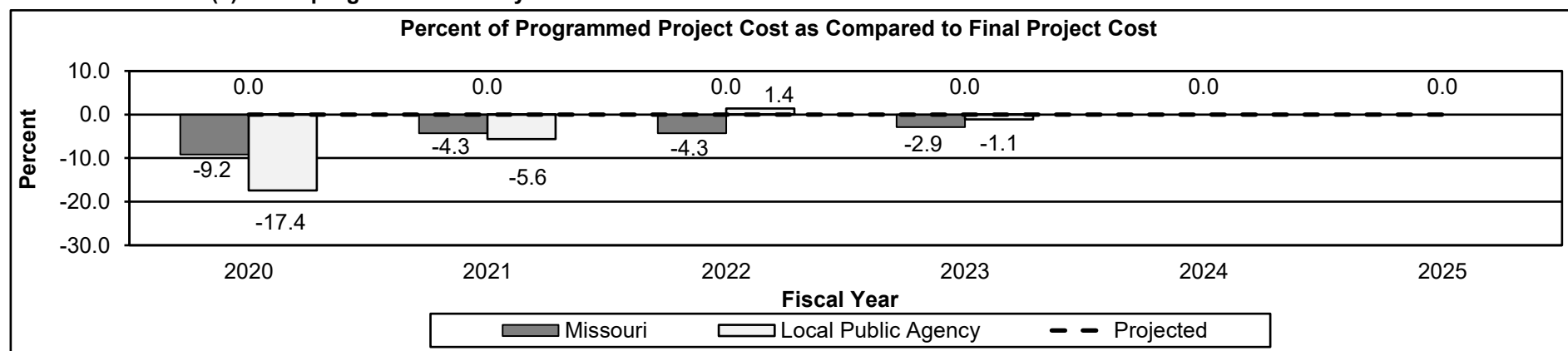


MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

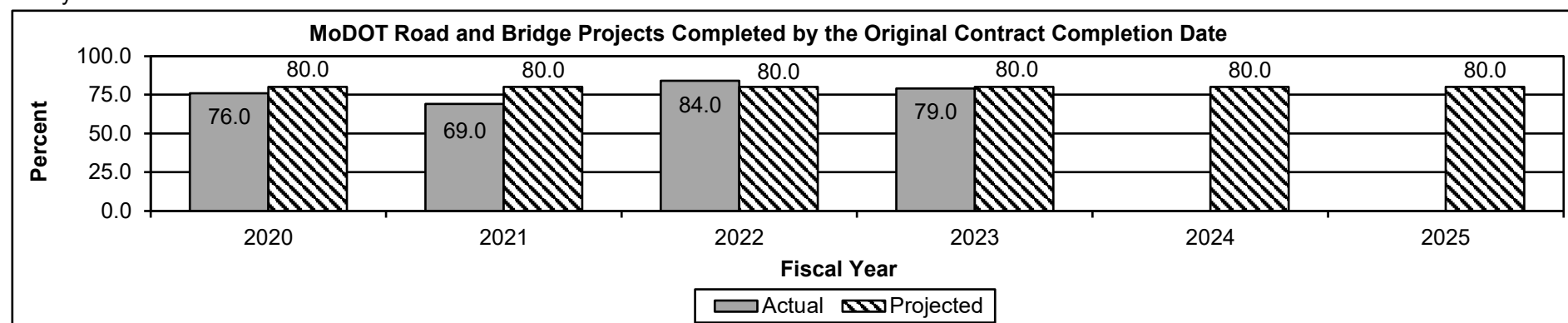
NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>

6d. Provide a measure(s) of the program's efficiency.



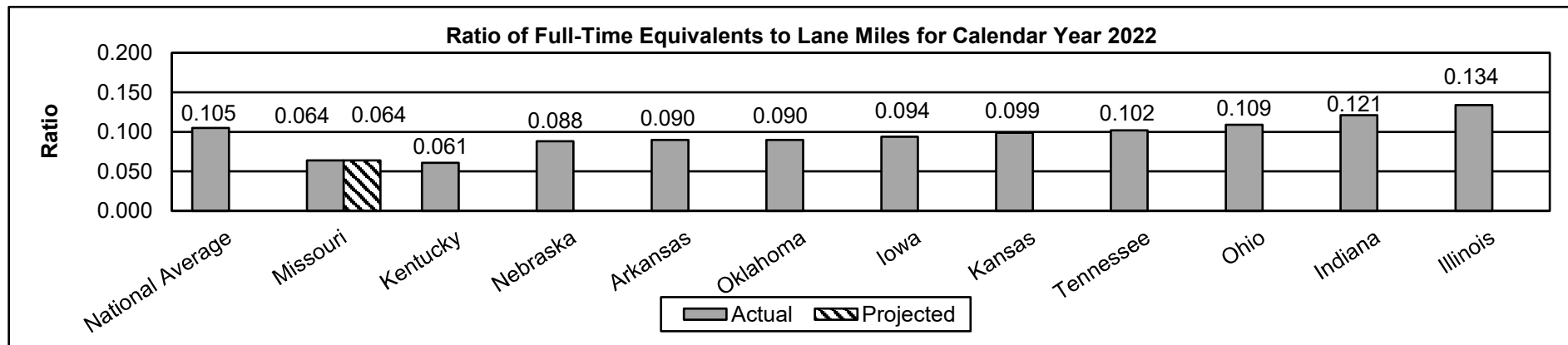
Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.

NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-44 Environmental Study Expansion DI#1605010	HB Section <u>4.446</u>



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Invest in Missouri's transportation infrastructure to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ENVIRONMENTAL STUDIES								
Re-request One Time Funding - 1605010								
PROFESSIONAL SERVICES	0	0.00	0	0.00	20,000,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	20,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$20,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$20,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ENVIRONMENTAL STUDIES								
CORE								
PROFESSIONAL SERVICES	0	0.00	20,000,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	20,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$20,000,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$20,000,000	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit	Program Delivery
Division: Program Delivery		
DI Name: I-55 Outer Service Road Expansion	DI# 1605010	HB Section 4.447

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	12,000,000	0	0	12,000,000
TRF	0	0	0	0
Total	12,000,000	0	0	12,000,000

FTE 0.00 0.00 0.00 0.00

HB 4 0 0 0 0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:
Non-Counts:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE 0.00 0.00 0.00 0.00

HB 4 0 0 0 0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:
Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other:	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for roadway maintenance on the I-55 Outer Service Road connection in Jefferson County. \$12.0 million was appropriated in fiscal year 2024 as one-time funding and the project could take longer than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit <u>Program Delivery</u>
Division: Program Delivery	
DI Name: I-55 Outer Service Road Expansion	HB Section <u>4.447</u>
DI# 1605010	

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

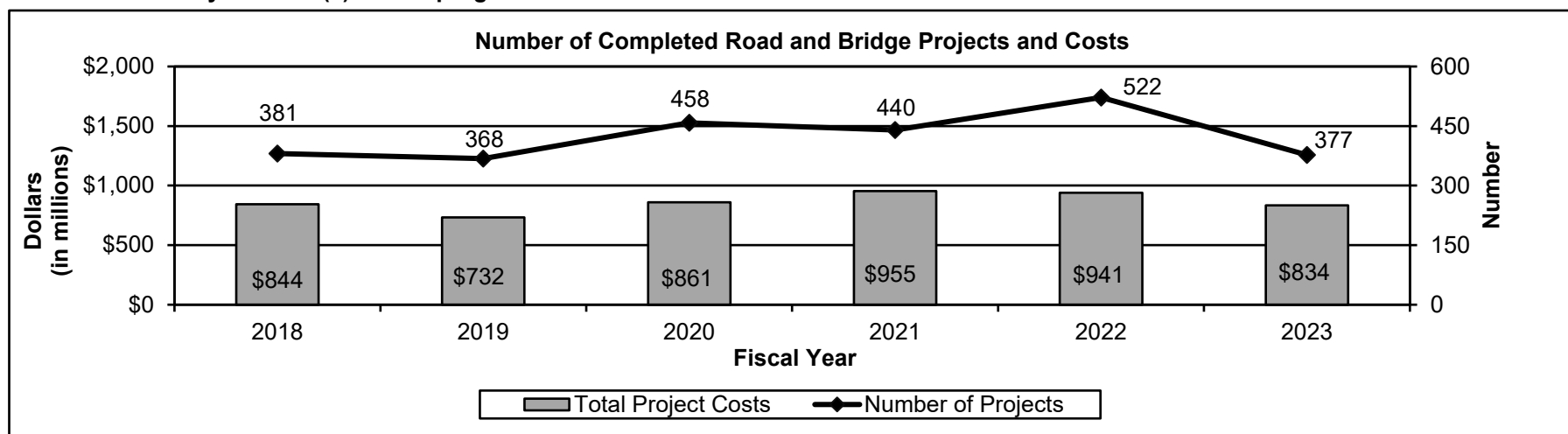
This expansion item is for roadway maintenance on the I-55 Outer Service Road connection in Jefferson County. \$12.0 million was appropriated in fiscal year 2024 as one-time funding and the project could take longer than one year to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	12,000,000	0.0	0	0.0	0	0.0	12,000,000	0.0	0
Total PSD	12,000,000	0.0	0	0.0	0	0.0	12,000,000	0.0	0
Grand Total	12,000,000	0.0	0	0.0	0	0.0	12,000,000	0.0	0

6. PERFORMANCE MEASURES

6a. Provide an activity measure(s) for the program.



NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation

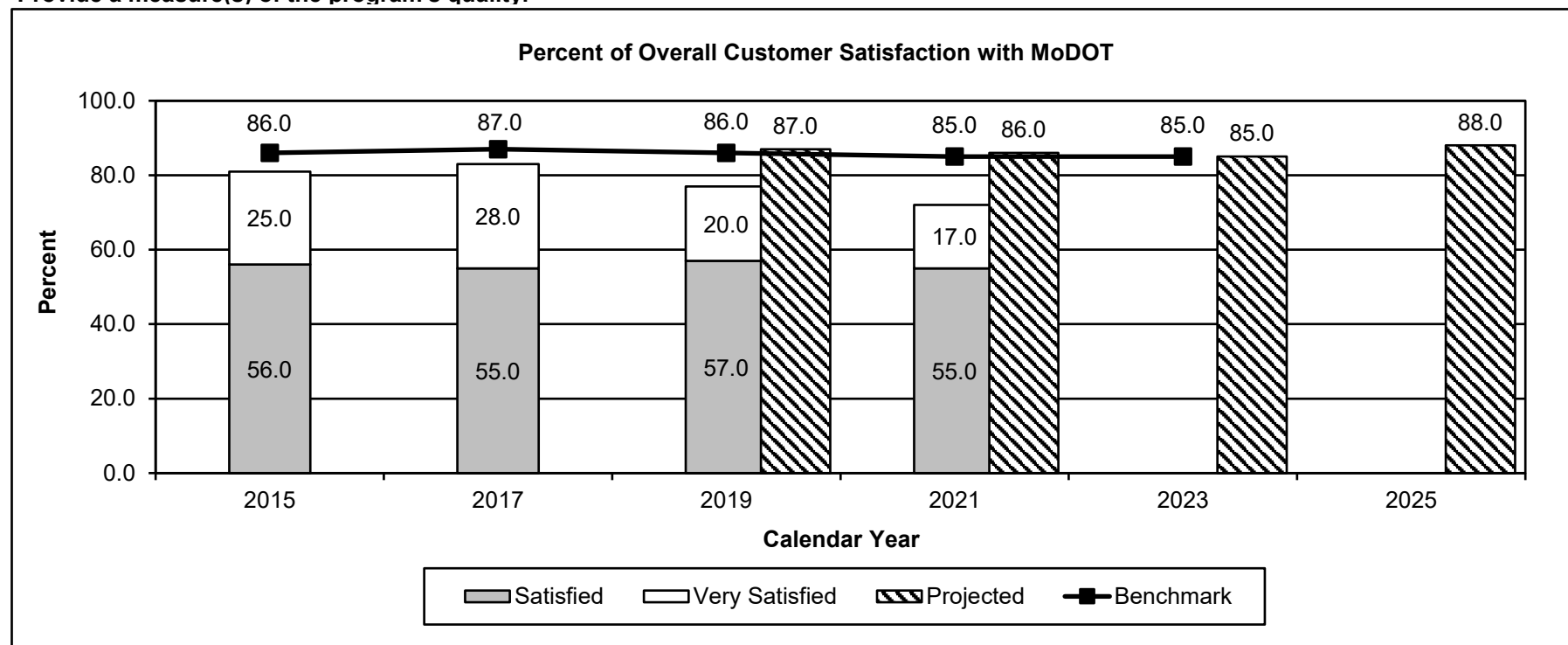
Budget Unit Program Delivery

Division: Program Delivery

DI Name: I-55 Outer Service Road Expansion DI# 1605010

HB Section 4.447

6b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

NEW DECISION ITEM
RANK: 10 OF 23

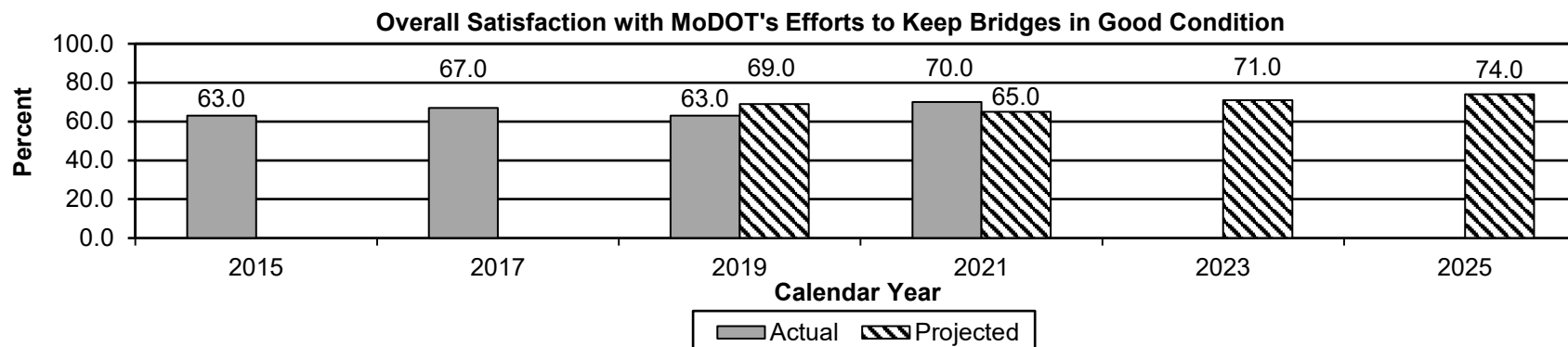
Department of Transportation

Budget Unit Program Delivery

Division: Program Delivery

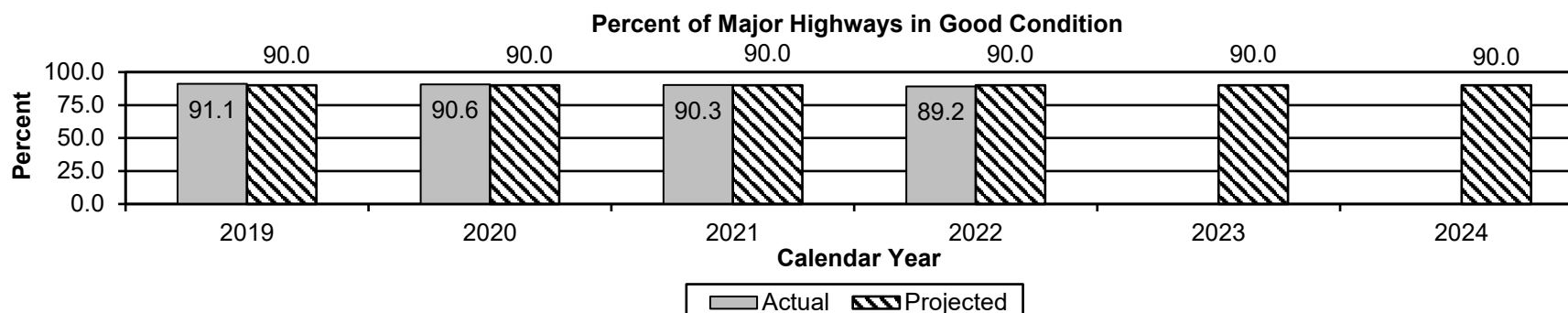
DI Name: I-55 Outer Service Road Expansion DI# 1605010

HB Section 4.447



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The question surveyed was, "How satisfied are you with MoDOT's efforts to keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

6c. Provide a measure(s) of the program's impact.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.

NEW DECISION ITEM

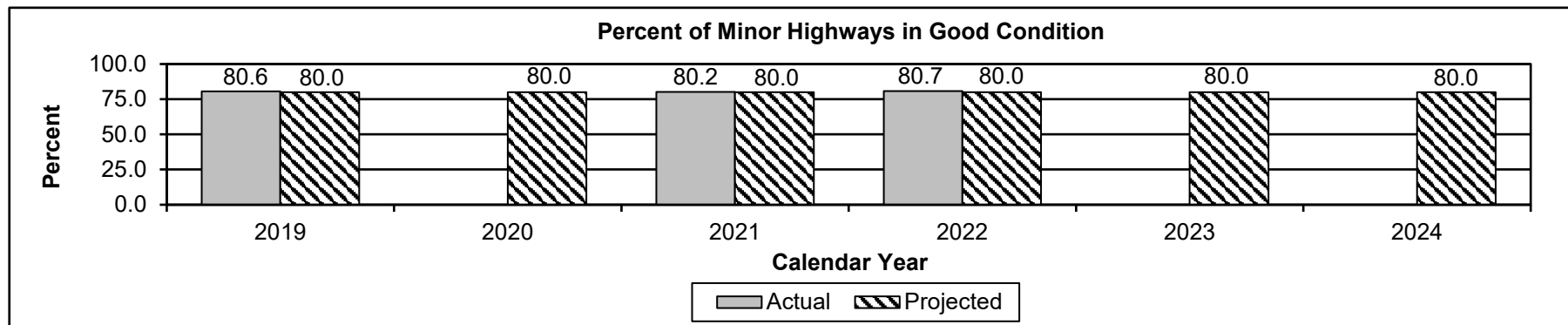
RANK: 10 OF 23

Department of Transportation

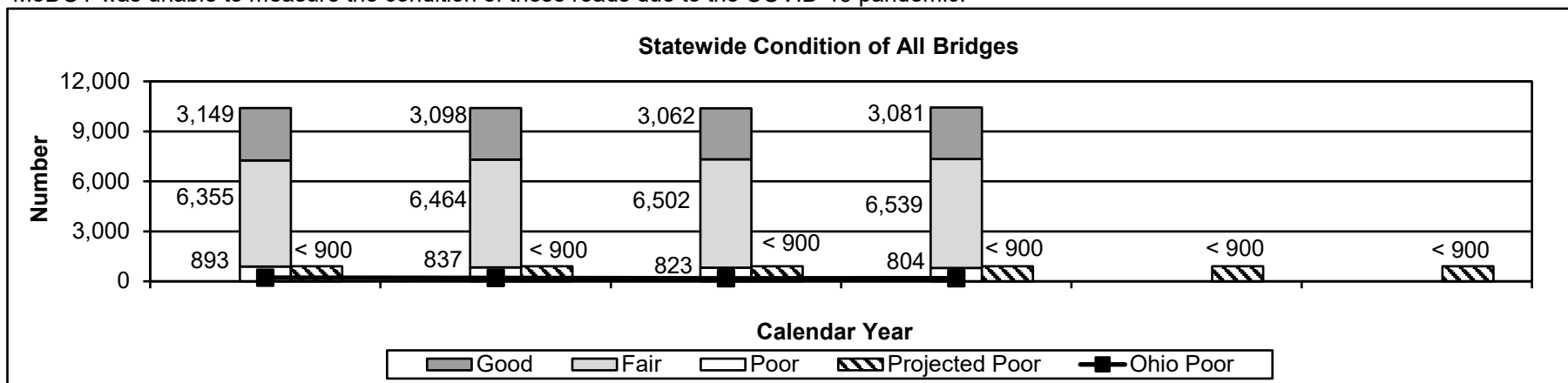
Budget Unit Program Delivery

Division: Program Delivery

DI Name: I-55 Outer Service Road Expansion DI# 1605010

HB Section 4.447

The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation

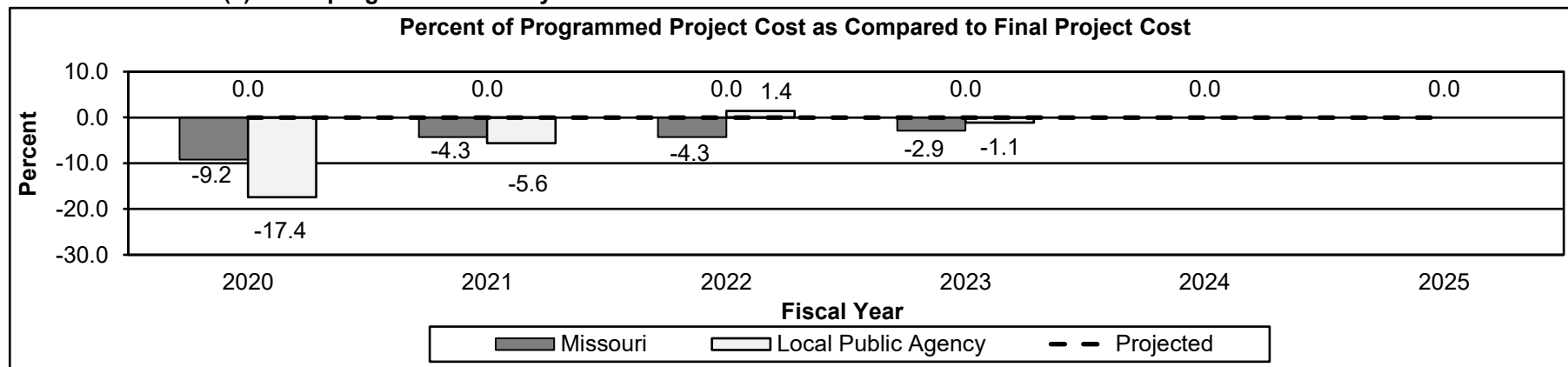
Budget Unit Program Delivery

Division: Program Delivery

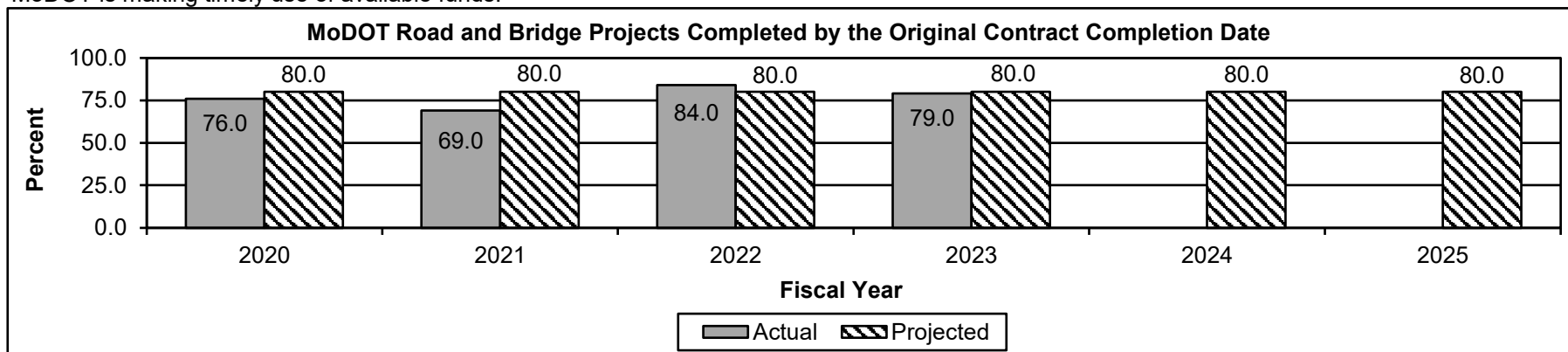
DI Name: I-55 Outer Service Road Expansion DI# 1605010

HB Section 4.447

6d. Provide a measure(s) of the program's efficiency.



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.

NEW DECISION ITEM

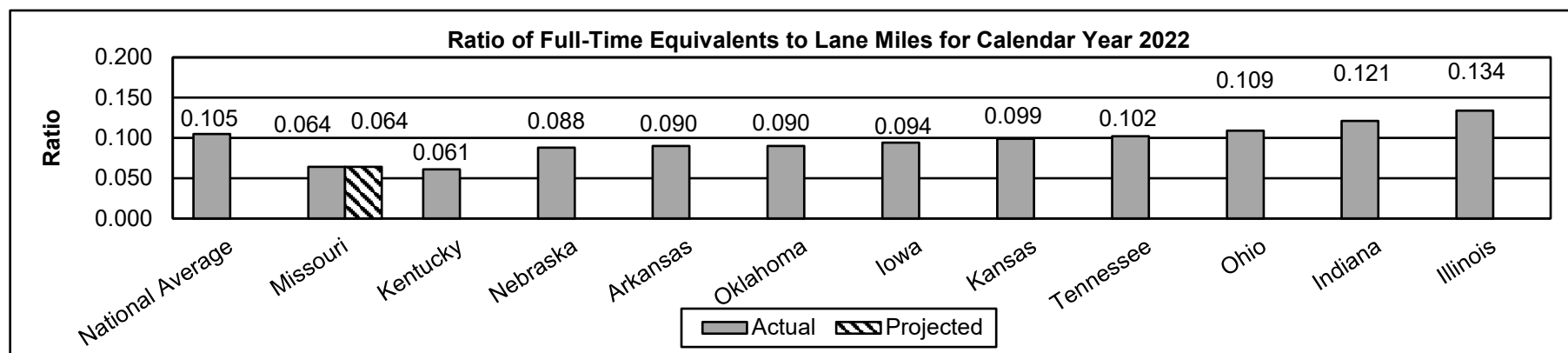
RANK: 10 OF 23

Department of Transportation

Budget Unit Program Delivery

Division: Program Delivery

DI Name: I-55 Outer Service Road Expansion DI# 1605010

HB Section 4.447

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7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Invest in Missouri's transportation infrastructure to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-55 OUTER SERVICE ROAD								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	12,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	12,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$12,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$12,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
I-55 OUTER SERVICE ROAD								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	12,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	0	0.00	12,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$12,000,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$12,000,000	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
JEFFERSON AVE COMM BRIDGE								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	8,000,000	0.00	8,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	8,000,000	0.00	8,000,000	0.00	0	0.00
TOTAL	0	0.00	8,000,000	0.00	8,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$8,000,000	0.00	\$8,000,000	0.00	\$0	0.00

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CORE DECISION ITEM

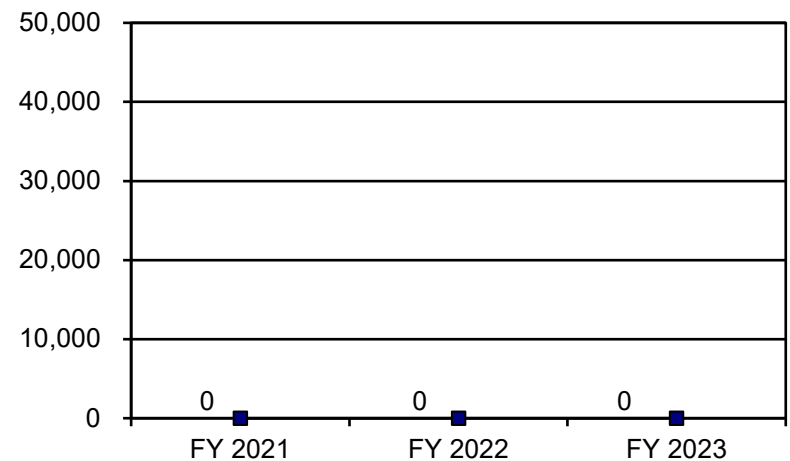
Department of Transportation Division: Program Delivery Core: Jefferson Avenue Footbridge	Budget Unit <u>Jefferson Ave Comm Bridge</u> HB Section <u>4.448</u>																																																																																										
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CORE DECISION ITEM

Department of Transportation	Budget Unit <u>Jefferson Ave Comm Bridge</u>
Division: Program Delivery	
Core: Jefferson Avenue Footbridge	HB Section <u>4.448</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	0	8,000,000
Less Reverted (All Funds)	0	0	0	0
Less Restricted (All Funds)*	0	0	0	0
Budget Authority (All Funds)	0	0	0	8,000,000
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A

Actual Expenditures (All Funds)

*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

JEFFERSON AVE COMM BRIDGE

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	8,000,000	0	0	8,000,000	
	Total	0.00	8,000,000	0	0	8,000,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	8,000,000	0	0	8,000,000	
	Total	0.00	8,000,000	0	0	8,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	8,000,000	0	0	8,000,000	
	Total	0.00	8,000,000	0	0	8,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
JEFFERSON AVE COMM BRIDGE								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	8,000,000	0.00	8,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	8,000,000	0.00	8,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$8,000,000	0.00	\$8,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$8,000,000	0.00	\$8,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.448

Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge

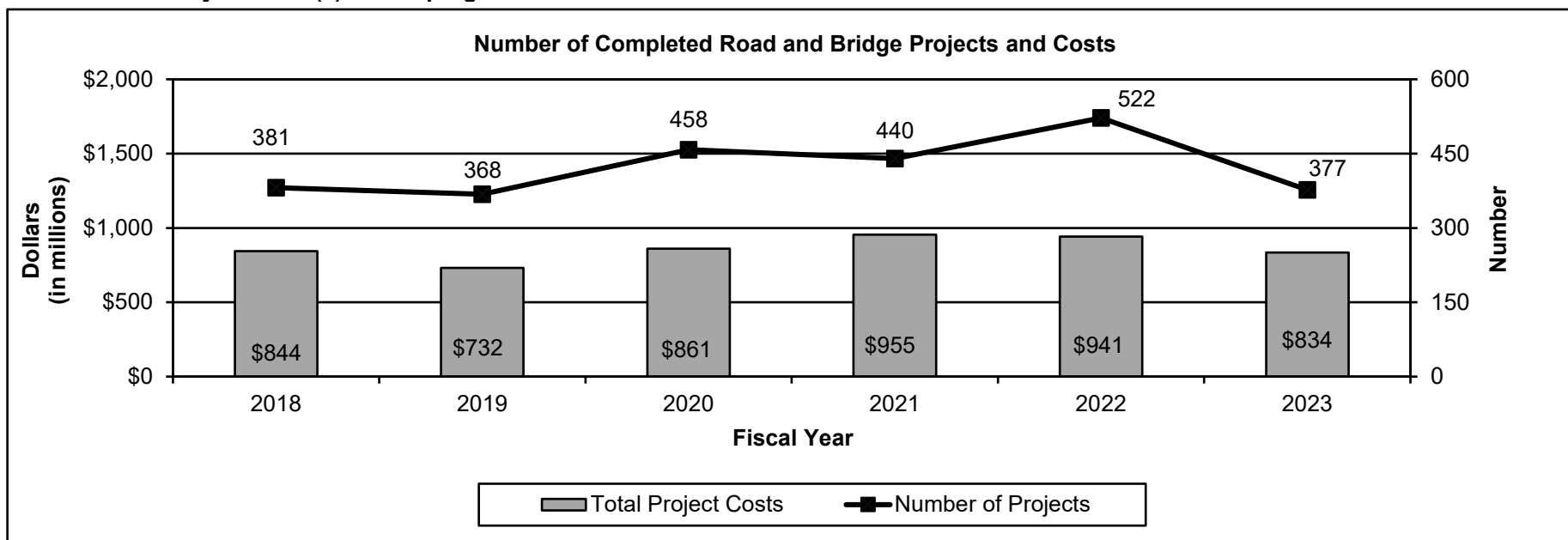
1a. What strategic priority does this program address?

This appropriation is for the maintenance and improvements to the Jefferson Avenue Community Connection Footbridge in Springfield. There are no local matching funds required.

1b. What does this program do?

Invest in Missouri's transportation infrastructure to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

2a. Provide an activity measure(s) for the program



PROGRAM DESCRIPTION

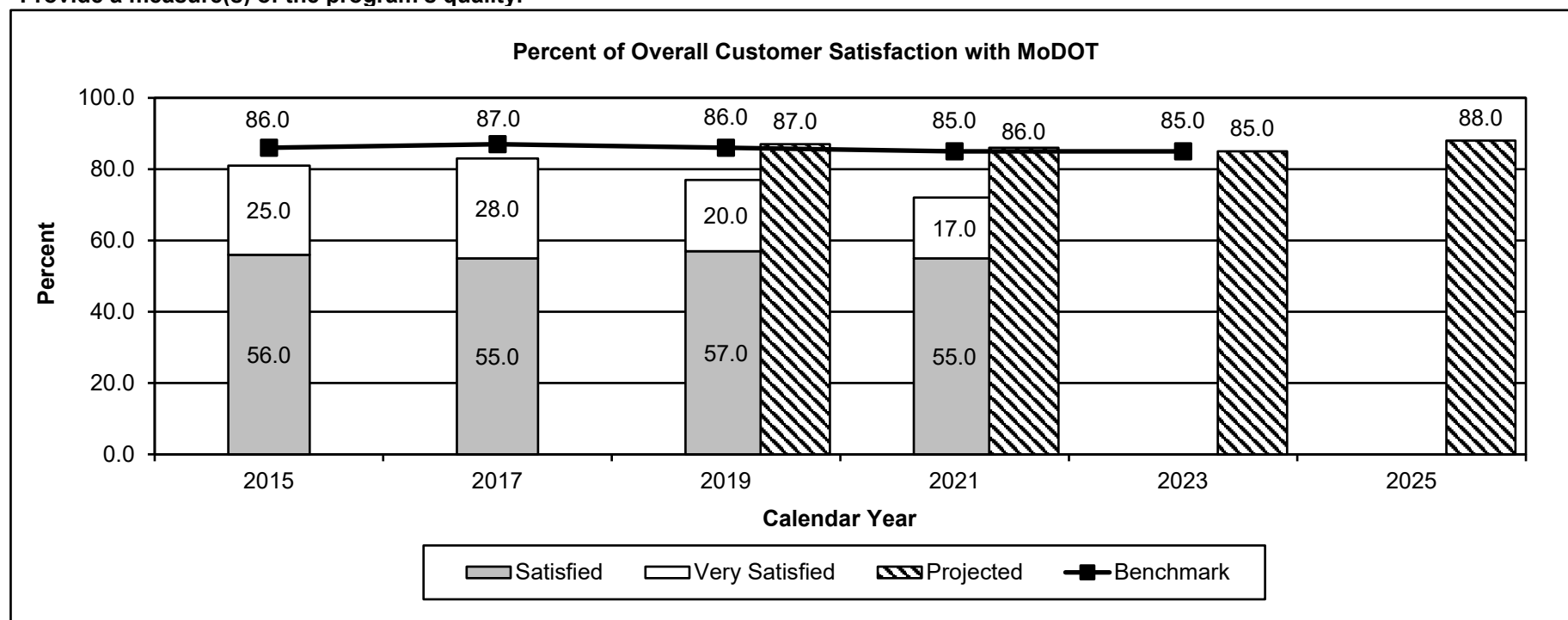
Department of Transportation

HB Section(s): 4.448

Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

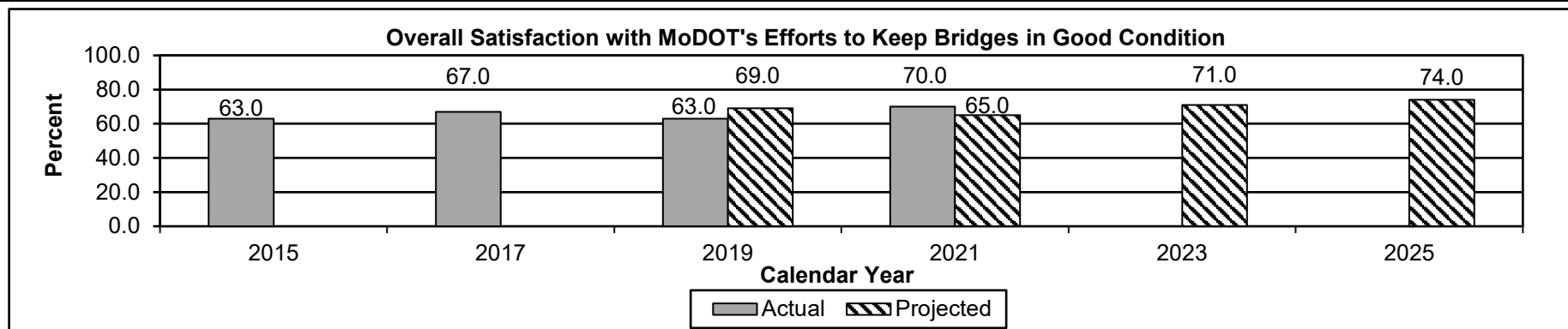
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.448

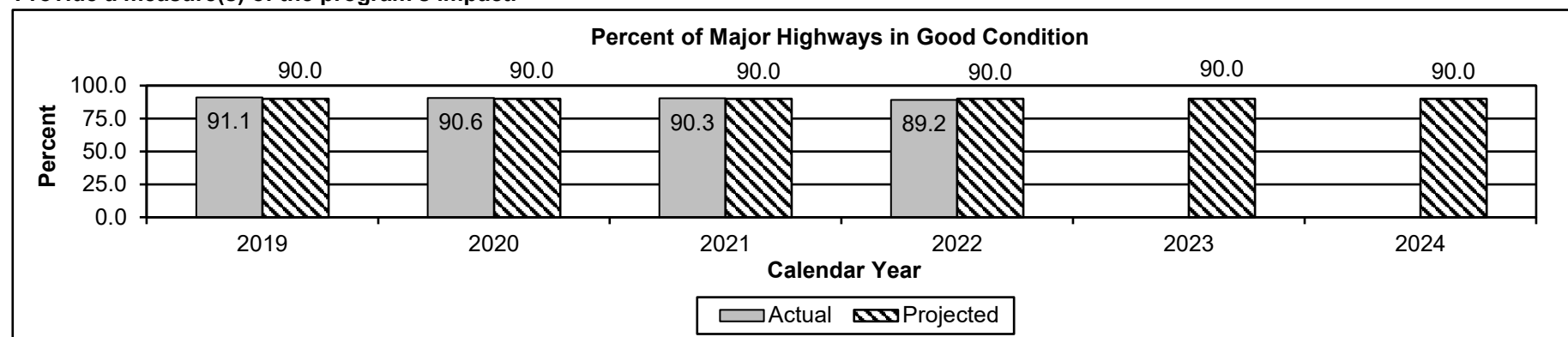
Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The question surveyed was, "How satisfied are you with MoDOT's efforts to keep bridges in good condition?". Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods.

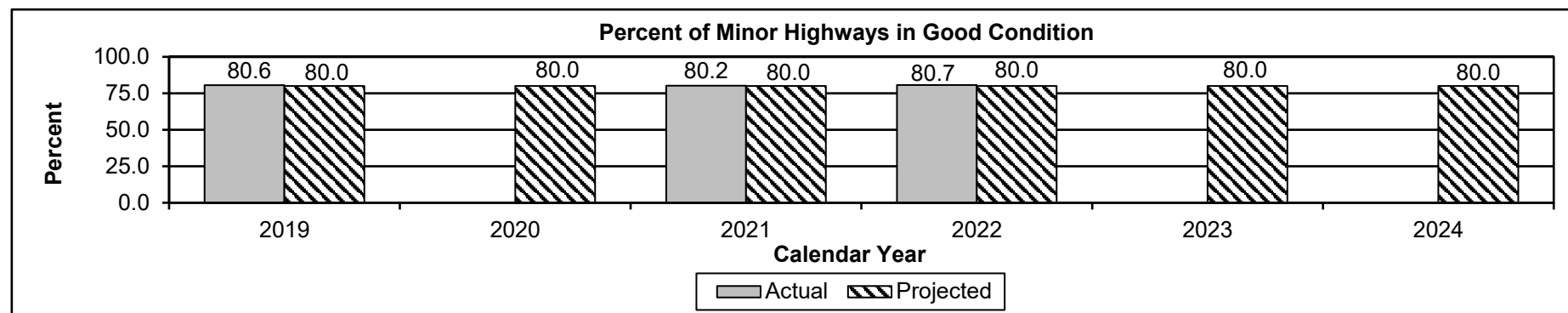
PROGRAM DESCRIPTION

Department of Transportation

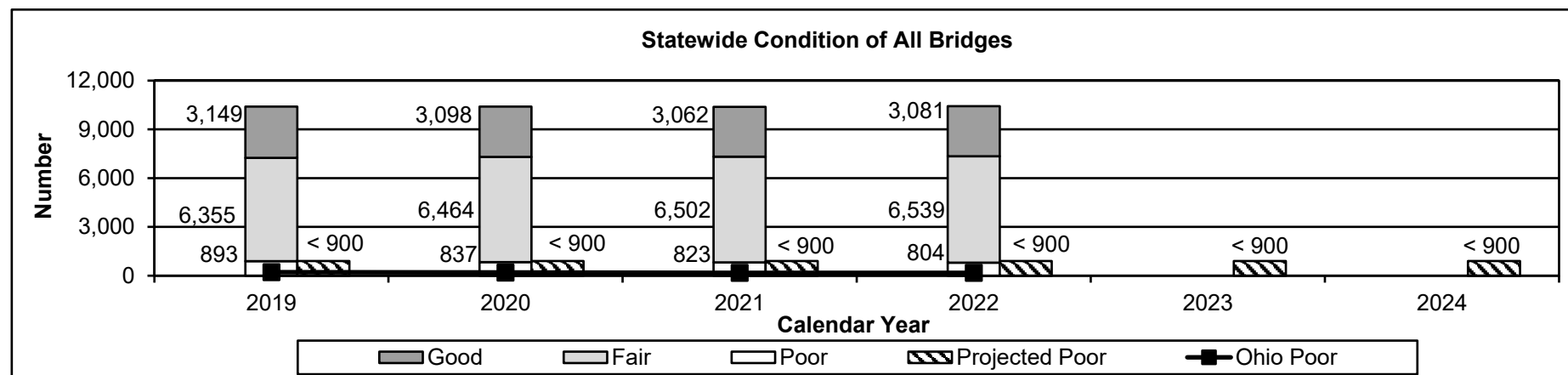
HB Section(s): 4.448

Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge



The projections for this measure are based on the statewide asset management plan and reflects the department's goal of maintaining current conditions. These are set by the department and will not change unless policy changes, regardless of performance. Currently, good comparison data is not available because states measure the condition of major and minor highways using a variety of methods. Data for calendar year 2020 will not be available because MoDOT was unable to measure the condition of these roads due to the COVID-19 pandemic.



MoDOT's goal is to reduce the number of bridges in poor condition. The projections reflect the department's asset management goal of 900 or less bridges in poor condition. Ohio has been selected for comparison due to its similar demographics, geography and weather conditions. Ohio's total number of state highway bridges is only 12 more than Missouri. Ohio's bridges in poor condition was 218 in 2019, 196 in 2020, 176 in 2021 and 179 in 2022.

PROGRAM DESCRIPTION

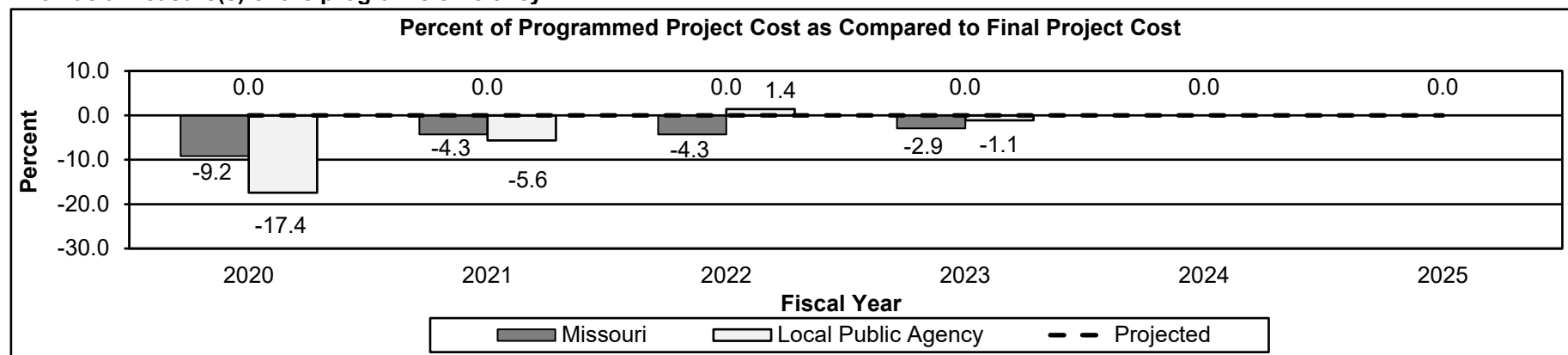
Department of Transportation

HB Section(s): 4.448

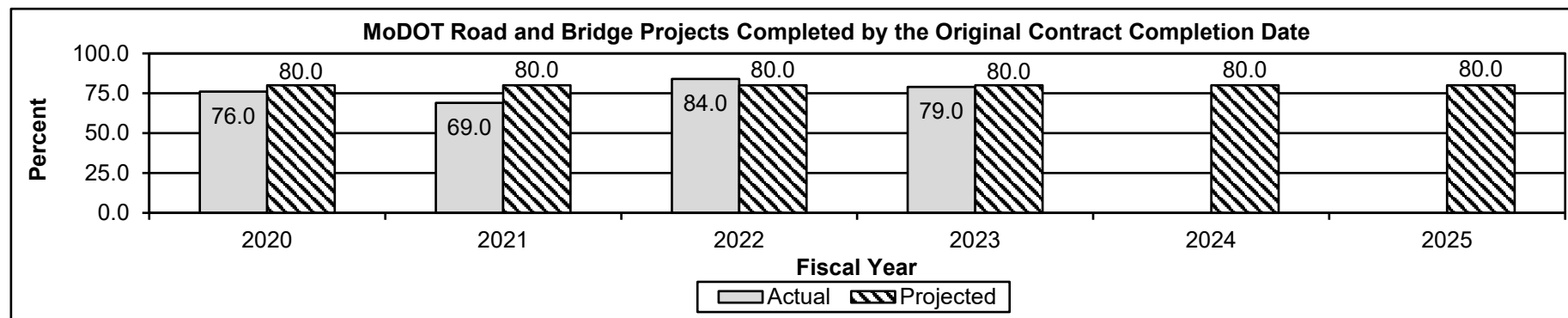
Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge

2d. Provide a measure(s) of the program's efficiency.



Construction projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Construction project cost changes are usually caused by final quantity adjustments, weather, subgrade issues or other additional construction phase service costs. The target is zero percent difference, indicating MoDOT is making timely use of available funds.



MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities and setting aggressive but reasonable completion dates. Occasionally, an authorized extension of the completion date is required for things like weather or additional work. This measure tracks the percentage of road and bridge projects completed by the commitment date originally established in the contract. MoDOT's target is 80 percent.

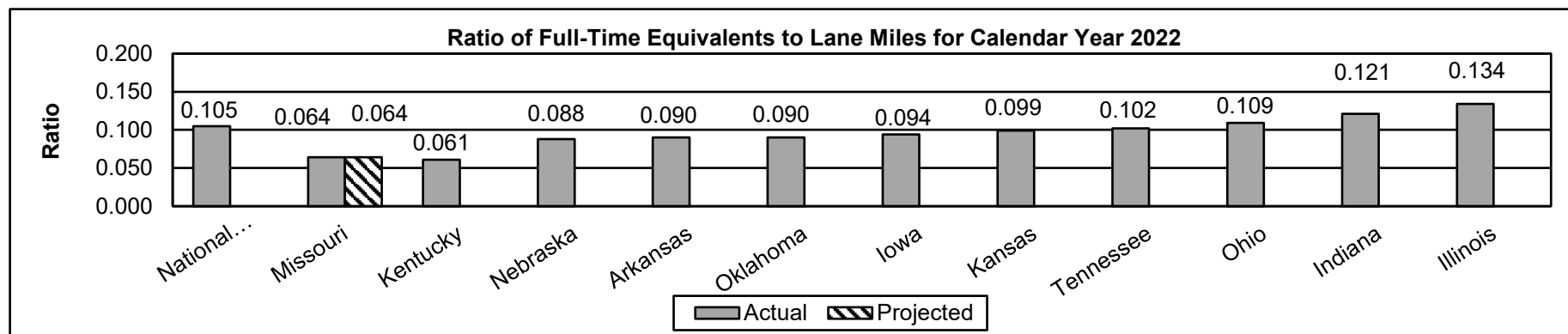
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.448

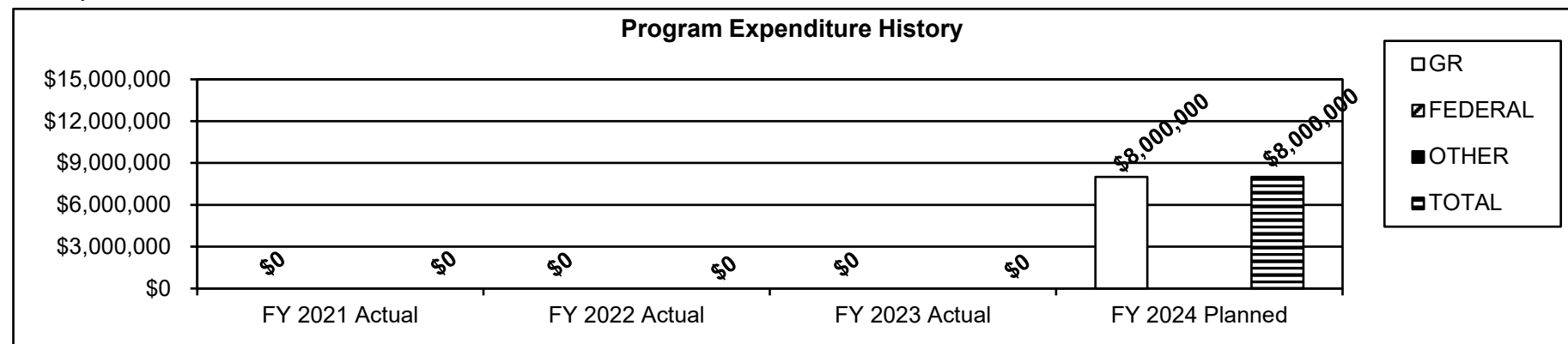
Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.448

Program Name: Program Delivery

Program is found in the following core budget(s): Jefferson Avenue Footbridge

4. What are the sources of the "Other" funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? Include program number, if applicable.)

House Bill 4, Section 4.448

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
CORE								
PERSONAL SERVICES								
DEPT OF TRANSPORT HWY SAFETY	437,604	7.18	493,356	8.30	493,356	8.30	0	0.00
STATE ROAD	148,279,177	3,136.78	178,514,697	3,381.64	178,514,697	3,381.64	0	0.00
TOTAL - PS	148,716,781	3,143.96	179,008,053	3,389.94	179,008,053	3,389.94	0	0.00
EXPENSE & EQUIPMENT								
DEPT OF TRANSPORT HWY SAFETY	19,130	0.00	62,582	0.00	3,261,241	0.00	0	0.00
MCSAP DIV TRANSPORTATION-FED	0	0.00	0	0.00	461,416	0.00	0	0.00
BUDGET STABILIZATION	100,000,000	0.00	0	0.00	0	0.00	0	0.00
MOTORCYCLE SAFETY TRUST	0	0.00	25,000	0.00	0	0.00	0	0.00
STATE ROAD	251,178,354	0.00	260,658,468	0.00	262,258,468	0.00	0	0.00
TOTAL - EE	351,197,484	0.00	260,746,050	0.00	265,981,125	0.00	0	0.00
PROGRAM-SPECIFIC								
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	18,801,924	0.00	0	0.00
MCSAP DIV TRANSPORTATION-FED	0	0.00	0	0.00	5,039,275	0.00	0	0.00
BUDGET STABILIZATION	0	0.00	63,996,119	0.00	0	0.00	0	0.00
MOTORCYCLE SAFETY TRUST	234,440	0.00	225,000	0.00	250,000	0.00	0	0.00
STATE ROAD	1,499,427	0.00	17,297,389	0.00	15,697,389	0.00	0	0.00
TOTAL - PD	1,733,867	0.00	81,518,508	0.00	39,788,588	0.00	0	0.00
TOTAL	501,648,132	3,143.96	521,272,611	3,389.94	484,777,766	3,389.94	0	0.00
Market Plan NDI - 1605005								
PERSONAL SERVICES								
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	37,345	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	37,345	0.00	0	0.00
TOTAL	0	0.00	0	0.00	37,345	0.00	0	0.00
Highway Safety Grants NDI - 1605009								
PROGRAM-SPECIFIC								
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	3,000,000	0.00	0	0.00

ITEM SUMMARY

Budget Unit									
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
SAFETY AND OPERATIONS									
Highway Safety Grants NDI - 1605009									
PROGRAM-SPECIFIC									
MCSAP DIV TRANSPORTATION-FED	0	0.00	0	0.00	250,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	3,250,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	3,250,000	0.00	0	0.00	
Highway Safe & Traffic PS NDI - 1605012									
PERSONAL SERVICES									
DEPT OF TRANSPORT HWY SAFETY	0	0.00	0	0.00	40,000	0.00	0	0.00	
TOTAL - PS	0	0.00	0	0.00	40,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	40,000	0.00	0	0.00	
State Road Fund Increases - 1605099									
PERSONAL SERVICES									
STATE ROAD	0	0.00	0	0.00	17,850,536	267.00	0	0.00	
TOTAL - PS	0	0.00	0	0.00	17,850,536	267.00	0	0.00	
EXPENSE & EQUIPMENT									
STATE ROAD	0	0.00	0	0.00	10,965,000	0.00	0	0.00	
TOTAL - EE	0	0.00	0	0.00	10,965,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	28,815,536	267.00	0	0.00	
GRAND TOTAL	\$501,648,132	3,143.96	\$521,272,611	3,389.94	\$516,920,647	3,656.94	\$0	0.00	

ITEM SUMMARY

Budget Unit									
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
SAFETY AND OPERATIONS GRANTS									
CORE									
EXPENSE & EQUIPMENT									
DEPT OF TRANSPORT HWY SAFETY	3,628,079	0.00	3,198,659	0.00	0	0.00	0	0.00	
TOTAL - EE	3,628,079	0.00	3,198,659	0.00	0	0.00	0	0.00	
PROGRAM-SPECIFIC									
DEPT OF TRANSPORT HWY SAFETY	16,495,722	0.00	18,801,924	0.00	0	0.00	0	0.00	
TOTAL - PD	16,495,722	0.00	18,801,924	0.00	0	0.00	0	0.00	
TOTAL	20,123,801	0.00	22,000,583	0.00	0	0.00	0	0.00	
GRAND TOTAL	\$20,123,801	0.00	\$22,000,583	0.00	\$0	0.00	\$0	0.00	

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MOTOR CARRIER SAFETY ASSIST								
CORE								
EXPENSE & EQUIPMENT								
MCSAP DIV TRANSPORTATION-FED	453,389	0.00	461,416	0.00	0	0.00	0	0.00
TOTAL - EE	453,389	0.00	461,416	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
MCSAP DIV TRANSPORTATION-FED	2,527,981	0.00	5,039,275	0.00	0	0.00	0	0.00
TOTAL - PD	2,527,981	0.00	5,039,275	0.00	0	0.00	0	0.00
TOTAL	2,981,370	0.00	5,500,691	0.00	0	0.00	0	0.00
GRAND TOTAL	\$2,981,370	0.00	\$5,500,691	0.00	\$0	0.00	\$0	0.00

1. CORE FINANCIAL SUMMARY

HB 4	0	453,870	163,862,677	164,316,547
HB 5	0	37,939	13,727,780	13,765,719

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

2. CORE DESCRIPTION

With existing funding constraints, the safety and operations appropriations provide the public with the safest transportation system possible through restoration and preservation of roadways and bridges. In addition, these appropriations provide for continual monitoring of safety issues to include prompt emergency response such as removal of snow and ice and responding to other disaster events, like flooding. Mowing, litter pick-up, intelligent transportation systems (ITS) maintenance and various other activities are supported by the appropriations. Also, this core request will ensure the safe and efficient movement of people and goods by funding roadway visibility items such as signing, striping and other traffic-control devices used throughout the state. The appropriations also support programs to improve the flow of traffic and relieve congestion.

COMMISSION APPROVED ITEM

Department of Transportation		Budget Unit: <u>Safety and Operations</u>	
Division: <u>Safety and Operations</u>			
Core: <u>Safety and Operations</u>		HB Section: <u>4.450</u>	
3. PROGRAM LISTING (list programs included in this core funding)			
<ul style="list-style-type: none">• Upkeep and repair of roads, bridges, signs, signals, lighting, striping, right of way, rest areas and weigh stations, including the repair, maintenance and upkeep of tools and equipment used for such purposes• Traffic activities• Use of consumable inventory by maintenance organizations• Law enforcement programs focusing on traffic safety problems• Educational programs for law enforcement, judges, prosecutors and the public• Traffic safety programs for motorcycle, school bus, pedestrian and bicycle safety• Improving the collection of traffic records and data in the state• Administering Motorcycle Safety Training Program• Snow and ice removal• Ferryboat operations		<ul style="list-style-type: none">• Issuing oversize/overweight permits• International Fuel Tax Agreement• International Registration Plan• Hazardous waste/Waste tire transporter• Interstate Exempt/Intrastate Regulatory Authority• Enforcement of safety regulations• Unified Carrier Registration• Emergency response for disaster events• ITS maintenance	
The fiscal year 2025 Safety and Operations budget by type and fund is as follows:			
		<u>Core</u>	<u>Fund</u>
PS	Safety and Operations	\$178,514,697	State Road Fund
	Safety and Operations	\$493,356	Highway Safety - Federal Fund
		<u>\$179,008,053</u>	
E&E	Safety and Operations	\$260,658,468	State Road Fund
	Motorcycle Safety Program	\$25,000	Motorcycle Safety Trust Fund
	Safety and Operations	\$62,582	Highway Safety - Federal Fund
	Safety and Operations Grants	\$3,198,659	Highway Safety - Federal Fund
	Motor Carrier Safety Asst. Grants	\$461,416	Motor Carrier - Federal Fund
		<u>\$264,406,125</u>	
Programs	Safety and Operations	\$17,297,389	State Road Fund
	Motorcycle Safety Program	\$225,000	Motorcycle Safety Trust Fund
	Safety and Operations Grants	\$18,801,924	Highway Safety - Federal Fund
	Motor Carrier Safety Asst. Grants	\$5,039,275	Motor Carrier - Federal Fund
		<u>\$41,363,588</u>	
		<u>\$484,777,766</u>	

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: <u>Safety and Operations</u>
Division: <u>Safety and Operations</u>	
Core: <u>Safety and Operations</u>	HB Section: <u>4.450</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	406,905,438	424,516,908	545,610,167	548,773,885
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	406,905,438	424,516,908	545,610,167	N/A
Actual Expenditures (All Funds)	346,987,489	393,673,020	524,753,303	N/A
Unexpended (All Funds)	59,917,949	30,843,888	20,856,864	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	5,241,894	3,278,894	4,447,349	N/A
Other	54,676,055	27,564,994	16,409,515	N/A
	(1)	(1)	(1)	

*Current Year restricted amount is as of 7/1/23.

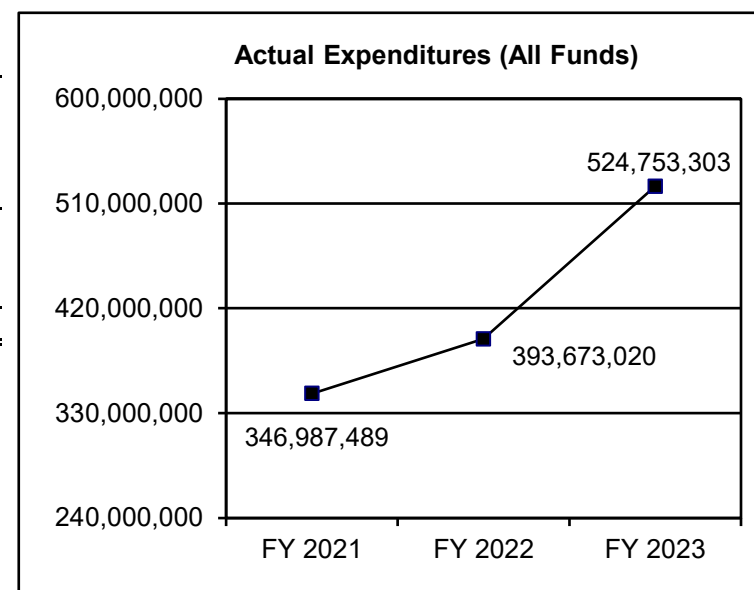
Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

NOTES:

(1) The unexpended balance includes funds committed through purchase orders for items and services ordered, but not received by the end of the fiscal year. The following table breaks out these amounts by fiscal year.

	FY2021	FY2022	FY2023
Purchase Orders	\$15,934,542	\$3,868,993	\$2,747,449



FLEXIBILITY FORM

BUDGET UNIT NUMBER:	Multiple	DEPARTMENT:	Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME:	Multiple	DIVISION:	Department Wide
HOUSE BILL SECTION:	4.400, 4.405, 4.425, 4.450, 4.460, 4.475		

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
In fiscal year 2023, MoDOT used \$5,000 of flexibility in the State Transportation Fund, or 4.7 percent.	The General Assembly approved 20 percent flexibility between all MoDOT personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
The flexibility was used to pay for medical and life insurance fringe benefits for the remainder of the year.	N/A - Flexibility has not yet been used in the current year.

FLEXIBILITY FORM

BUDGET UNIT NUMBER: 60514C	DEPARTMENT: Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME: Safety and Operations	
HOUSE BILL SECTION: 4.450	DIVISION: Safety and Operations

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 10 percent flexibility for fiscal year 2025 between Safety and Operations personal services and expense and equipment appropriations. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
N/A - Flexibility was not used in the prior year.	The General Assembly approved 10 percent flexibility between Safety and Operations personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 10 percent flexibility between Safety and Operations personal services and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
N/A - Flexibility was not used in the prior year.	N/A - Flexibility has not yet been used in the current year.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
SAFETY AND OPERATIONS

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PS	3,389.94	0	493,356	178,514,697	179,008,053	
		EE	0.00	0	62,582	260,683,468	260,746,050	
		PD	0.00	0	63,996,119	17,522,389	81,518,508	
		Total	3,389.94	0	64,552,057	456,720,554	521,272,611	
DEPARTMENT CORE ADJUSTMENTS								
Core Reduction	[#561]	PD	0.00	0	(63,996,119)	0	(63,996,119)	Rural Routes reduction for prior year expenditures
Core Reallocation	[#459]	EE	0.00	0	0	1,575,000	1,575,000	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#459]	PD	0.00	0	0	(1,575,000)	(1,575,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#515]	EE	0.00	0	3,660,075	0	3,660,075	Reallocation to move to one budget unit for safety and ops
Core Reallocation	[#515]	PD	0.00	0	23,841,199	0	23,841,199	Reallocation to move to one budget unit for safety and ops
NET DEPARTMENT CHANGES			0.00	0	(36,494,845)	0	(36,494,845)	
DEPARTMENT CORE								
		PS	3,389.94	0	493,356	178,514,697	179,008,053	
		EE	0.00	0	3,722,657	262,258,468	265,981,125	
		PD	0.00	0	23,841,199	15,947,389	39,788,588	
		Total	3,389.94	0	28,057,212	456,720,554	484,777,766	
GOVERNOR'S RECOMMENDED CORE								
		PS	3,389.94	0	493,356	178,514,697	179,008,053	
		EE	0.00	0	3,722,657	262,258,468	265,981,125	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
SAFETY AND OPERATIONS

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	23,841,199	15,947,389	39,788,588	
	Total	3,389.94	0	28,057,212	456,720,554	484,777,766	

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
CORE								
MOTOR CARRIER AGENT	136,724	3.99	252,593	7.00	252,593	7.00	0	0.00
SR TRAFFIC SYSTEMS OPERATOR	30,785	0.77	43,625	1.00	43,625	1.00	0	0.00
INCIDENT MANAGEMENT COORDINATR	72,766	1.11	82,178	1.00	82,178	1.00	0	0.00
ADMINISTRATIVE TECHNICIAN	86,271	2.44	153,266	4.00	153,266	4.00	0	0.00
SR ADMINISTRATIVE TECHNICIAN	340,355	8.49	391,956	9.00	391,956	9.00	0	0.00
SENIOR OFFICE ASSISTANT	93,039	2.70	191,896	5.05	191,896	5.05	0	0.00
EXECUTIVE ASSISTANT	115,934	2.88	144,720	3.00	144,720	3.00	0	0.00
SENIOR FINANCIAL SERVICES TECH	44,345	1.00	47,259	1.00	47,259	1.00	0	0.00
SENIOR GENERAL SERVICES TECHNI	42,577	1.00	91,699	2.00	91,699	2.00	0	0.00
RISK MANAGEMENT TECHNICIAN	16,511	0.50	35,949	1.00	35,949	1.00	0	0.00
SENIOR RISK MANAGEMENT TECHNIC	361,222	8.97	343,642	8.00	343,642	8.00	0	0.00
SR MOTOR CARRIER TECHNICIAN	41,238	1.00	43,826	1.00	43,826	1.00	0	0.00
BRIDGE MAINTENANCE SUPERINTEND	141,275	2.04	147,846	2.00	147,846	2.00	0	0.00
BR INSPECTION CREW SUPERVISOR	208,388	3.10	214,926	3.00	214,926	3.00	0	0.00
SR BR INSPECTION CREW MEMBER	9,588	0.18	0	0.00	0	0.00	0	0.00
INT BR INSPECTION CREW MEMBER	91,406	2.01	199,936	4.00	199,936	4.00	0	0.00
BRIDGE INSPECTION CREW MEMBER	107,871	2.48	92,563	2.00	92,563	2.00	0	0.00
BRIDGE INSPECTION CREW LEADER	167,504	3.07	174,905	3.00	174,905	3.00	0	0.00
MAINTENANCE CREW LEADER	20,184,512	424.50	22,496,878	424.50	22,496,878	424.50	0	0.00
MAINTENANCE TECHNICIAN	5,534	0.17	0	0.00	0	0.00	0	0.00
INTER MAINTENANCE TECHNICIAN	0	0.00	35,949	0.00	35,949	0.00	0	0.00
SENIOR MAINTENANCE TECHNICIAN	196,348	4.10	433,715	6.00	433,715	6.00	0	0.00
TRAFFIC SYSTEMS SUPERVISOR	177,362	3.25	238,132	4.00	238,132	4.00	0	0.00
SENIOR CUSTOMER SERVICE REP	544,066	13.74	586,728	13.00	586,728	13.00	0	0.00
CUSTOMER SERVICE REP	132,216	3.83	224,917	6.00	224,917	6.00	0	0.00
GENERAL LABORER	151,893	4.69	95,906	3.00	95,906	3.00	0	0.00
BRIDGE MAINTENANCE WORKER	608,994	15.21	1,572,029	26.00	1,572,029	26.00	0	0.00
BRIDGE MAINTENANCE CREW LEADER	821,002	16.20	934,106	16.00	934,106	16.00	0	0.00
URBAN TRAFFIC SUPERVISOR	211,596	3.08	216,712	3.00	216,712	3.00	0	0.00
INT BRIDGE MAINTENANCE WORKER	787,031	18.37	973,206	19.00	973,206	19.00	0	0.00
SR BRIDGE MAINTENANCE WORKER	841,722	18.00	900,438	18.00	900,438	18.00	0	0.00
ASST BRIDGE MAINTENANCE SUPERV	244,503	4.28	246,681	4.00	246,681	4.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
CORE								
BRIDGE MAINTENANCE SUPERVISOR	577,349	9.42	595,515	9.00	595,515	9.00	0	0.00
SENIOR TRAFFIC TECHNICIAN-NSS	10,650	0.21	0	0.00	0	0.00	0	0.00
INT MOTOR CARRIER AGENT	276,192	7.25	312,820	8.00	312,820	8.00	0	0.00
SR MOTOR CARRIER AGENT	988,276	21.27	1,363,899	24.00	1,363,899	24.00	0	0.00
INTERMEDIATE MAINTENANCE WRKR	11,910,670	301.63	15,676,062	339.00	15,676,062	339.00	0	0.00
MAINT SUPERINTENDENT	3,109,954	46.84	3,152,689	44.00	3,152,689	44.00	0	0.00
MAINTENANCE WORKER	16,758,591	457.80	24,344,840	563.50	24,344,840	563.50	0	0.00
SENIOR MAINTENANCE WORKER	38,397,545	890.09	41,005,308	908.00	41,005,308	908.00	0	0.00
MAINTENANCE SUPERVISOR	10,956,237	185.72	10,991,998	172.00	10,991,998	172.00	0	0.00
ASST MAINTENANCE SUPERVISOR	3,653,012	66.47	4,258,675	72.00	4,258,675	72.00	0	0.00
MOTORIST ASSISTANCE OPERATOR	136,126	3.12	178,988	4.00	178,988	4.00	0	0.00
OUTDOOR ADVERTISING TECH	0	0.00	35,949	0.00	35,949	0.00	0	0.00
TRAFFIC TECHNICIAN	0	0.00	35,949	0.00	35,949	0.00	0	0.00
INTER TRAFFIC TECHNICIAN	67,072	1.61	84,607	2.00	84,607	2.00	0	0.00
SENIOR TRAFFIC TECHNICIAN	443,566	8.79	689,617	14.00	689,617	14.00	0	0.00
SR TR SIGNAL AND LIGHTING TECH	2,788,869	50.08	2,985,760	46.00	2,985,760	46.00	0	0.00
TRAFFIC SUPERVISOR	616,609	9.18	644,778	9.00	644,778	9.00	0	0.00
EQUIPMENT TECHNICIAN	335,158	7.83	557,942	9.00	557,942	9.00	0	0.00
INTERMEDIATE EQUIPMENT TECH	695,277	14.88	756,866	25.00	756,866	25.00	0	0.00
SENIOR EQUIPMENT TECHNICIAN	7,463,288	140.73	8,129,981	142.00	8,129,981	142.00	0	0.00
EQUIPMENT TECHNICIAN SUPERVISO	1,058,909	17.85	1,087,423	17.00	1,087,423	17.00	0	0.00
INT TR SIGNAL AND LIGHTING TEC	919,043	18.70	1,162,650	24.00	1,162,650	24.00	0	0.00
TR SIGNAL AND LIGHTING TECHNIC	325,098	7.53	603,246	18.00	603,246	18.00	0	0.00
MCS SYSTEM & TRAINING ANALYST	295,131	6.06	254,416	4.00	254,416	4.00	0	0.00
SENIOR TRAFFIC SPECIALIST	916,410	16.52	895,210	21.00	895,210	21.00	0	0.00
MOTOR CARRIER COMPLIANCE SUPV	155,922	2.59	234,806	4.00	234,806	4.00	0	0.00
TRAFFIC SPECIALIST	435,252	9.00	522,296	9.00	522,296	9.00	0	0.00
TRAFFIC OPERATIONS SUPERVISOR	134,439	2.00	143,284	2.00	143,284	2.00	0	0.00
EMPLOYEE DEVELOPMENT SPECIALIS	3,730	0.08	50,884	1.00	50,884	1.00	0	0.00
INT EMPLOYEE DEVELOPMENT SPECI	47,705	0.93	0	0.00	0	0.00	0	0.00
INT INFO SYSTEMS TECHNOLOGIST	0	0.00	2,174	0.00	2,174	0.00	0	0.00
MC INVESTIGATIONS ADMINISTRATR	210,737	2.00	225,460	2.00	225,460	2.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
CORE								
TRANSPORTATION PROGRAM MANAGEI	152,219	2.03	160,478	2.00	160,478	2.00	0	0.00
TRANSP ENFRMNT INVESTIGATOR	264,249	5.62	639,463	9.00	639,463	9.00	0	0.00
SR TRNS ENFRCEMNT INVESTIGATOR	694,265	13.02	873,009	16.00	873,009	16.00	0	0.00
TRANS ENFORCEMENT INVESTI SUPV	274,202	4.08	304,944	5.00	304,944	5.00	0	0.00
MC INVESTIGATIONS SPEC	192,319	3.02	203,282	3.00	203,282	3.00	0	0.00
HWY SAFETY PROG ADMINISTRATOR	94,222	1.00	100,652	1.00	100,652	1.00	0	0.00
DISTRICT SFTY & HLTH MGR	528,894	7.03	564,282	7.00	564,282	7.00	0	0.00
ASST MOTOR CARRIER SERV DIRECT	22,177	0.21	120,866	1.00	120,866	1.00	0	0.00
OUTDOOR ADVERT PERMIT SPEC	107,297	2.21	194,885	4.00	194,885	4.00	0	0.00
SR OUTDOOR ADVERTISING PERM SP	113,684	2.09	278,235	5.00	278,235	5.00	0	0.00
MOTOR CARRIER PROJECT MANAGER	75,504	1.00	209,848	3.00	209,848	3.00	0	0.00
COMMRCIAL MTR VEHICLE PROG MGR	65,524	1.00	72,635	1.00	72,635	1.00	0	0.00
ASST TO STATE HWY SFTY TRF ENG	22,177	0.21	120,866	1.00	120,866	1.00	0	0.00
MAINT MGT SYSTEM ADMINISTRATOR	84,486	1.00	89,868	1.00	89,868	1.00	0	0.00
EMERGENCY MANAGEMENT COORDINATO	94,215	1.01	100,652	1.00	100,652	1.00	0	0.00
STATE SAFETY COORDINATOR	94,234	1.01	100,652	1.00	100,652	1.00	0	0.00
RISK MANAGEMENT SPECIALIST	43,574	0.88	57,318	1.00	57,318	1.00	0	0.00
OUTDOOR ADVERTISING MANAGER	75,255	1.00	80,239	1.00	80,239	1.00	0	0.00
ASSISTANT MAINTENANCE LIAISON	323,055	4.08	256,978	3.00	256,978	3.00	0	0.00
MAINTENANCE LIAISON	197,475	2.10	201,304	2.00	201,304	2.00	0	0.00
INTERMEDIATE SAFETY OFFICER	197,679	3.29	193,703	3.00	193,703	3.00	0	0.00
SENIOR SAFETY OFFICER	721,847	11.01	701,150	10.00	701,150	10.00	0	0.00
OUTDOOR ADVERTISING SPECIALIST	61,961	1.03	65,365	1.00	65,365	1.00	0	0.00
INT COMMUNICATIONS SPECIALIST	51,604	1.00	54,664	1.00	54,664	1.00	0	0.00
SR EMERGENCY MGMNT SPECIALIST	111,462	2.02	118,172	2.00	118,172	2.00	0	0.00
TRAFFICE INCIDENT MANAGER	71,852	1.00	76,181	1.00	76,181	1.00	0	0.00
INTER MAINT OPERATIONS SPCLST	96,734	1.67	115,018	2.00	115,018	2.00	0	0.00
SENIOR MAINT OPERATIONS SPCLST	233,687	3.82	197,322	3.00	197,322	3.00	0	0.00
INTER SYSTEM MANAGEMENT SPECIA	165,482	3.21	222,810	4.00	222,810	4.00	0	0.00
HIGHWAY SAFETY PROGRAM MANAGEF	75,417	1.00	80,239	1.00	80,239	1.00	0	0.00
CLAIMS ADMINISTRATION MGR	75,242	1.00	80,239	1.00	80,239	1.00	0	0.00
ROADSIDE MANAGER	238,925	4.19	308,620	5.00	308,620	5.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
CORE								
SR RISK MGMT SPECIALIST	111,342	2.00	122,309	2.00	122,309	2.00	0	0.00
SR INFO SYSTEMS TECHNOLOGIST	61,442	1.00	65,365	1.00	65,365	1.00	0	0.00
SR SYSTEM MANAGEMENT SPECIALIS	502,770	8.40	597,735	9.30	597,735	9.30	0	0.00
ASST TO CSOO - SAFETY & EM MGT	22,177	0.21	120,866	1.00	120,866	1.00	0	0.00
ASST TO CAO - HEALTH&WELLNESS	11,089	0.10	0	0.00	0	0.00	0	0.00
SR ROADSIDE MANAGEMENT SPECIAL	143,461	2.22	146,961	2.00	146,961	2.00	0	0.00
TRAFFIC LIAISON ENGINEER	189,058	2.00	201,304	2.00	201,304	2.00	0	0.00
INTERM PAVEMENT SPECIALIST	64,978	1.03	0	0.00	0	0.00	0	0.00
PAVEMENT SPECIALIST	0	0.00	63,309	1.00	63,309	1.00	0	0.00
SENIOR PAVEMENT SPECIALIST	259,077	3.78	414,671	6.00	414,671	6.00	0	0.00
TRAFFIC MNGMNT & OPERATION ENG	168,647	2.00	179,735	2.00	179,735	2.00	0	0.00
TRAFFIC STUDIES SPECIALIST-NSS	0	0.00	175,690	3.00	175,690	3.00	0	0.00
SR TRAFFIC STUDIES SPECIAL-NSS	220,078	3.15	223,893	3.00	223,893	3.00	0	0.00
TRAFFIC SAFETY ENGINEER	84,524	1.00	89,868	1.00	89,868	1.00	0	0.00
INT TRAFFIC STUDIES SPEC-NSS	106,792	1.68	68,374	1.00	68,374	1.00	0	0.00
BRIDGE INSPECTOR	221,654	3.21	221,533	6.00	221,533	6.00	0	0.00
ASST DISTRICT BRIDGE ENGINEER	225,270	3.00	375,804	3.01	375,804	3.01	0	0.00
DISTRICT MAINTENANCE ENGINEER	529,574	5.09	563,651	5.00	563,651	5.00	0	0.00
ASST DIST MAINTENANCE ENGINEER	250,083	3.03	269,603	3.00	269,603	3.00	0	0.00
ASST DIST MAINT & TRAFF ENGINE	84,476	1.02	177,251	2.00	177,251	2.00	0	0.00
DISTRICT MAINT & TRAFFIC ENGIN	206,886	1.98	225,460	2.00	225,460	2.00	0	0.00
MAINTENANCE ENGINEERING SPCLST	120,901	2.11	271,166	3.00	271,166	3.00	0	0.00
INTER MAINT ENGINEERING SPCLST	115,720	1.83	136,749	2.00	136,749	2.00	0	0.00
SENIOR MAINT ENGINEERING SPECI	135,224	1.97	218,403	3.00	218,403	3.00	0	0.00
BRIDGE INSPECTOR	2,638	0.04	0	0.00	0	0.00	0	0.00
INTERMEDIATE BRIDGE INSPECTOR	70,734	1.15	0	0.00	0	0.00	0	0.00
ASSISTANT TRAFFIC LIAISON ENG	36,238	0.46	86,132	1.00	86,132	1.00	0	0.00
AREA ENGINEER	1,719,851	19.13	2,019,589	21.00	2,019,589	21.00	0	0.00
DISTRICT TRAFFIC ENGINEER	533,210	5.05	563,651	5.00	563,651	5.00	0	0.00
DISTRICT BRIDGE ENGINEER	706,423	7.51	803,942	7.00	803,942	7.00	0	0.00
INT TR STUDIES SPECIALIST	303,753	4.80	520,544	6.00	520,544	6.00	0	0.00
TRAFFIC OPERATIONS ENGINEER	541,090	6.46	721,401	8.00	721,401	8.00	0	0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
CORE								
SENIOR TRAFFIC STUDIES SPECIAL	1,365,167	19.62	1,478,956	23.00	1,478,956	23.00	0	0.00
DISTRICT UTILITIES ENGINEER	80,652	1.00	86,132	1.00	86,132	1.00	0	0.00
MAINTENANCE LIAISON ENGINEER	78,839	0.85	213,382	4.00	213,382	4.00	0	0.00
SR CONSTRUCTION INSPECTOR	69,338	1.00	133,650	1.00	133,650	1.00	0	0.00
TRAFFIC STUDIES SPECIALIST	395,268	6.73	702,136	10.00	702,136	10.00	0	0.00
BRIDGE INSPECTION ENGINEER	94,654	1.00	100,652	1.00	100,652	1.00	0	0.00
ASST MOTOR CARRIER SERV DIRECT	90,975	0.79	0	0.00	0	0.00	0	0.00
ASST TO CSOO - SAFETY & EM MGT	90,923	0.80	0	0.00	0	0.00	0	0.00
ASST TO CAO - HEALTH&WELLNESS	33,842	0.29	0	0.00	0	0.00	0	0.00
ASST TO STATE HWY SFTY TRF ENG	91,284	0.79	0	0.00	0	0.00	0	0.00
ADMIN PROFESSIONAL - TPT	145,409	2.27	136,156	4.00	136,156	4.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	53,597	1.17	97,155	4.00	97,155	4.00	0	0.00
EMERGENCY MT EQUIP OPERATOR-TPT	25,465	0.90	0	0.00	0	0.00	0	0.00
EMERGENCY MAINTNCE LABORER-TPT	1,018	0.04	0	0.00	0	0.00	0	0.00
ENGINEERING PROFESSIONAL - TPT	76,094	0.99	82,175	2.00	82,175	2.00	0	0.00
ENGINEERING PROF - TPT/SSPD	98,850	1.32	0	0.00	0	0.00	0	0.00
ENGINEERING TECHNICIAN-TPT/SS	47,954	0.99	0	0.00	0	0.00	0	0.00
EQUIPMENT TECHNICIAN - TPT	77,401	1.54	113,160	4.00	113,160	4.00	0	0.00
MAINTENANCE WORKER - TPT	537,776	12.25	804,915	4.00	804,915	4.00	0	0.00
MAINTENANCE CREW LEADER-TPT	98,054	1.93	137,684	5.00	137,684	5.00	0	0.00
TR SIGNAL&LIGHTING TECH - TPT	59,919	1.12	87,314	3.00	87,314	3.00	0	0.00
TRAFFIC SPECIALIST - TPT	18,564	0.38	24,136	1.00	24,136	1.00	0	0.00
CHIEF SAFETY & OPERATIONS OFCR	151,285	1.00	160,491	1.00	160,491	1.00	0	0.00
MOTOR CARRIER SERVICES DIRECTR	104,151	0.83	131,985	1.00	131,985	1.00	0	0.00
STATE MAINTENANCE ENGINEER	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
EQUIPMENT TECHNICIAN INTERN	6,181	0.18	18,178	1.00	18,178	1.00	0	0.00
MAINTENANCE INTERN	39,376	0.95	24,464	1.00	24,464	1.00	0	0.00
COMMUNICATIONS INTERN	3,081	0.09	19,082	1.00	19,082	1.00	0	0.00
SAFETY INTERN	9,007	0.26	38,165	2.00	38,165	2.00	0	0.00
TRAFFIC INTERN	64,331	1.57	135,240	6.00	135,240	6.00	0	0.00
ROADSIDE MANAGEMENT INTERN	7,842	0.21	19,082	1.00	19,082	1.00	0	0.00
PROJECT DIRECTOR	105,759	1.00	100,652	1.00	100,652	1.00	0	0.00

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
SAFETY AND OPERATIONS								
CORE								
SEASONAL MAINTENANCE WORKER	0	0.00	0	0.58	0	0.58	0	0.00
EMERGENCY MAINTENANCE LABORR	343	0.02	20,970	0.00	20,970	0.00	0	0.00
EMERGENCY MAINT EQUIP OPERAT	260,045	10.15	4,696,999	0.00	4,696,999	0.00	0	0.00
STATE HWY SAFETY & TRAFFIC ENGR	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
BRIDGE INTERN	14,087	0.35	0	0.00	0	0.00	0	0.00
TOTAL - PS	148,716,781	3,143.96	179,008,053	3,389.94	179,008,053	3,389.94	0	0.00
TRAVEL, IN-STATE	704,432	0.00	2,458,911	0.00	2,472,241	0.00	0	0.00
TRAVEL, OUT-OF-STATE	61,739	0.00	120,131	0.00	127,844	0.00	0	0.00
FUEL & UTILITIES	6,781,656	0.00	7,334,486	0.00	7,334,486	0.00	0	0.00
SUPPLIES	157,982,570	0.00	160,400,396	0.00	160,787,998	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	605,851	0.00	820,727	0.00	855,096	0.00	0	0.00
COMMUNICATION SERV & SUPP	2,998,561	0.00	2,098,987	0.00	2,711,036	0.00	0	0.00
PROFESSIONAL SERVICES	15,478,053	0.00	20,946,841	0.00	23,926,431	0.00	0	0.00
HOUSEKEEPING & JANITORIAL SERV	9,588,809	0.00	7,708,217	0.00	8,708,217	0.00	0	0.00
M&R SERVICES	4,783,732	0.00	4,175,182	0.00	4,300,174	0.00	0	0.00
COMPUTER EQUIPMENT	29,701	0.00	630,449	0.00	630,410	0.00	0	0.00
MOTORIZED EQUIPMENT	287,326	0.00	613,188	0.00	613,188	0.00	0	0.00
OFFICE EQUIPMENT	46,941	0.00	143,014	0.00	143,014	0.00	0	0.00
OTHER EQUIPMENT	20,004,907	0.00	21,771,472	0.00	21,821,472	0.00	0	0.00
PROPERTY & IMPROVEMENTS	121,005,189	0.00	11,661,215	0.00	11,661,215	0.00	0	0.00
BUILDING LEASE PAYMENTS	16,370	0.00	20,297	0.00	27,297	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	2,803,792	0.00	5,042,490	0.00	5,043,090	0.00	0	0.00
MISCELLANEOUS EXPENSES	8,017,855	0.00	14,800,047	0.00	14,817,916	0.00	0	0.00
TOTAL - EE	351,197,484	0.00	260,746,050	0.00	265,981,125	0.00	0	0.00
PROGRAM DISTRIBUTIONS	1,135,967	0.00	80,398,879	0.00	38,662,958	0.00	0	0.00
DEBT SERVICE	0	0.00	15,410	0.00	15,410	0.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
SAFETY AND OPERATIONS								
CORE								
REFUNDS	597,900	0.00	1,104,219	0.00	1,110,220	0.00	0	0.00
TOTAL - PD	1,733,867	0.00	81,518,508	0.00	39,788,588	0.00	0	0.00
GRAND TOTAL	\$501,648,132	3,143.96	\$521,272,611	3,389.94	\$484,777,766	3,389.94	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$100,456,734	7.18	\$64,552,057	8.30	\$28,057,212	8.30		0.00
OTHER FUNDS	\$401,191,398	3,136.78	\$456,720,554	3,381.64	\$456,720,554	3,381.64		0.00

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS GRANTS								
CORE								
TRAVEL, IN-STATE	15,723	0.00	10,514	0.00	0	0.00	0	0.00
TRAVEL, OUT-OF-STATE	15,240	0.00	4,913	0.00	0	0.00	0	0.00
SUPPLIES	385,560	0.00	393,603	0.00	0	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	12,106	0.00	16,869	0.00	0	0.00	0	0.00
COMMUNICATION SERV & SUPP	0	0.00	11,000	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	3,198,158	0.00	2,562,290	0.00	0	0.00	0	0.00
M&R SERVICES	0	0.00	125,001	0.00	0	0.00	0	0.00
COMPUTER EQUIPMENT	0	0.00	1	0.00	0	0.00	0	0.00
OTHER EQUIPMENT	0	0.00	50,000	0.00	0	0.00	0	0.00
BUILDING LEASE PAYMENTS	0	0.00	7,000	0.00	0	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	0	0.00	600	0.00	0	0.00	0	0.00
MISCELLANEOUS EXPENSES	1,292	0.00	16,868	0.00	0	0.00	0	0.00
TOTAL - EE	3,628,079	0.00	3,198,659	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	16,495,722	0.00	18,796,923	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	5,001	0.00	0	0.00	0	0.00
TOTAL - PD	16,495,722	0.00	18,801,924	0.00	0	0.00	0	0.00
GRAND TOTAL	\$20,123,801	0.00	\$22,000,583	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$20,123,801	0.00	\$22,000,583	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
MOTOR CARRIER SAFETY ASSIST								
CORE								
TRAVEL, IN-STATE	1,442	0.00	2,816	0.00	0	0.00	0	0.00
TRAVEL, OUT-OF-STATE	2,220	0.00	2,800	0.00	0	0.00	0	0.00
SUPPLIES	352	0.00	1,999	0.00	0	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	14,902	0.00	17,500	0.00	0	0.00	0	0.00
COMMUNICATION SERV & SUPP	466	0.00	1,000	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	432,266	0.00	434,300	0.00	0	0.00	0	0.00
MISCELLANEOUS EXPENSES	1,741	0.00	1,001	0.00	0	0.00	0	0.00
TOTAL - EE	453,389	0.00	461,416	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	2,527,981	0.00	5,038,275	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	1,000	0.00	0	0.00	0	0.00
TOTAL - PD	2,527,981	0.00	5,039,275	0.00	0	0.00	0	0.00
GRAND TOTAL	\$2,981,370	0.00	\$5,500,691	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$2,981,370	0.00	\$5,500,691	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Department of Transportation Program Name: Safety and Operations Program is found in the following core budget(s): Safety and Operations </div> <div style="width: 50%;"> HB Section: 4.450 </div> </div> <div style="margin-top: 10px;"> <p>1a. What strategic priority does this program address? Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system Safety - moving Missourians safely</p> <p>1b. What does this program do? This program funds the maintenance of highways and bridges, for safe and efficient traffic operations on the highway system and to enforce safety regulations for businesses and individuals involved in commercial operations on public highways in and through Missouri. The following are examples of activities related to Safety and Operations:</p> <ul style="list-style-type: none"> ● Maintenance, restoration and preservation of highways and bridges ● Snow and ice removal ● Emergency response to disaster events ● Mowing ● Litter pick-up ● Intelligent Transportation Systems (ITS) maintenance ● Signing ● Striping ● Regulation of motor carriers </div>

PROGRAM DESCRIPTION

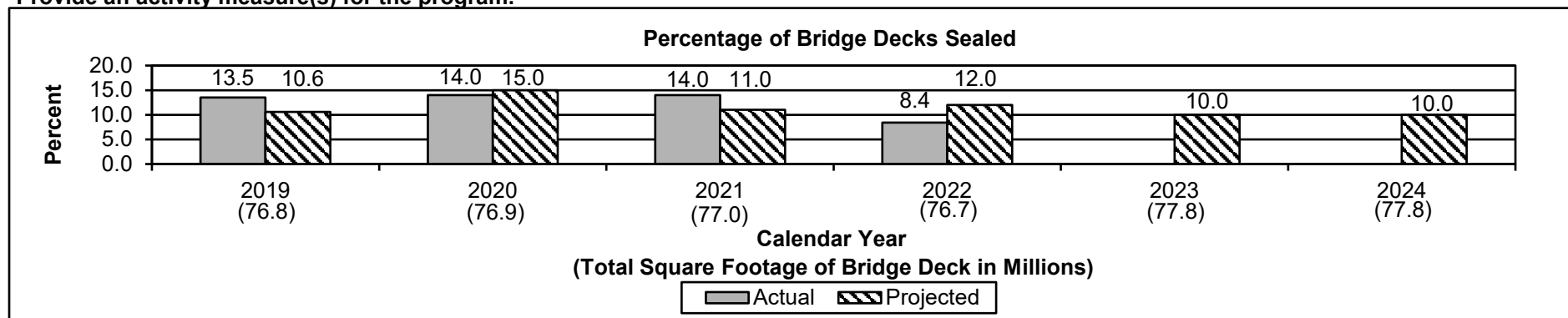
Department of Transportation

HB Section: 4.450

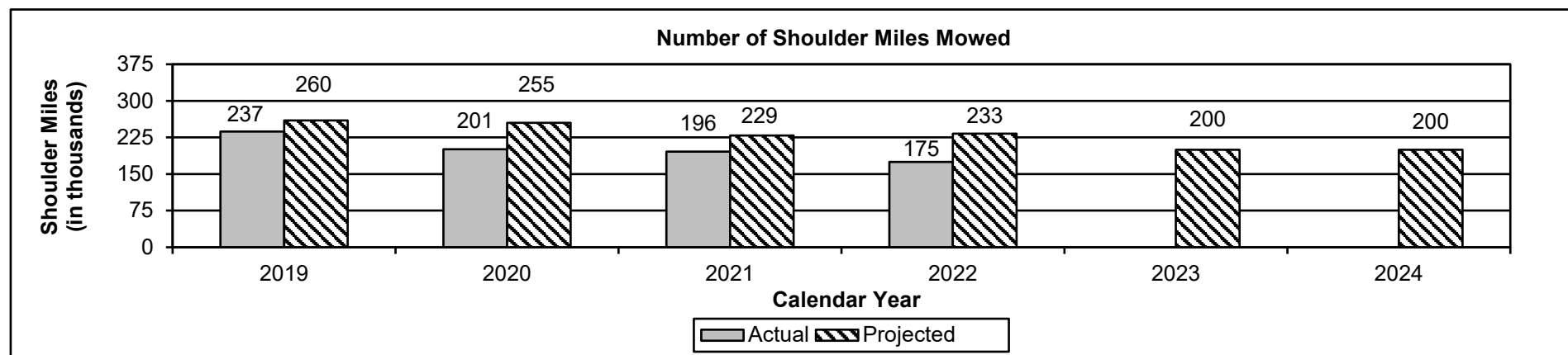
Program Name: Safety and Operations

Program is found in the following core budget(s): Safety and Operations

2a. Provide an activity measure(s) for the program.



In order to maintain current conditions on our structures, a continued emphasis is needed to keep bridge decks sealed. Different sealing systems have varying life cycles. MoDOT's goal is to seal between 10 and 15 percent of bridge decks annually. The 2023 and 2024 projections reflect the department's plan for bridge deck sealing in the next two years.



The department mows two 15 foot wide passes off the shoulder on the final mow of the season in odd numbered years, rather than one 15 foot wide pass in even numbered years. The 2023 and 2024 projections are the estimated amount of total shoulder miles to mow if all routes are mowed three times in a calendar year.

PROGRAM DESCRIPTION

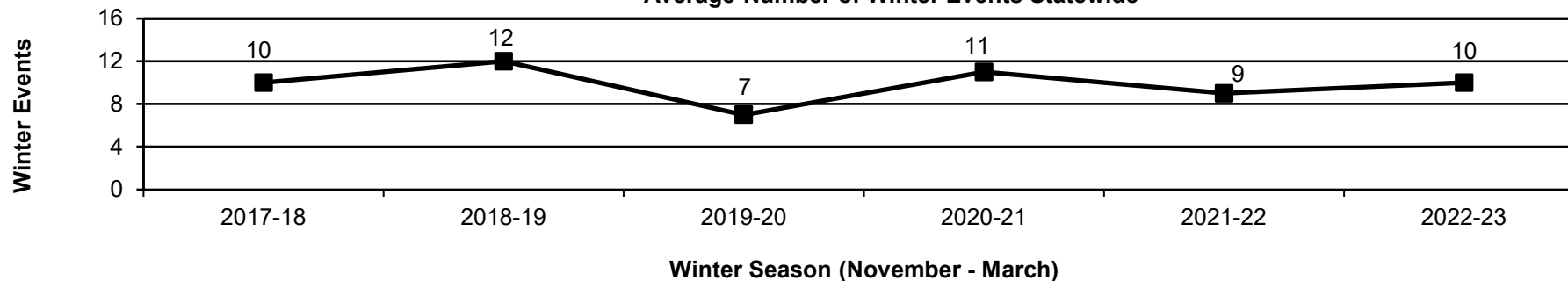
Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations

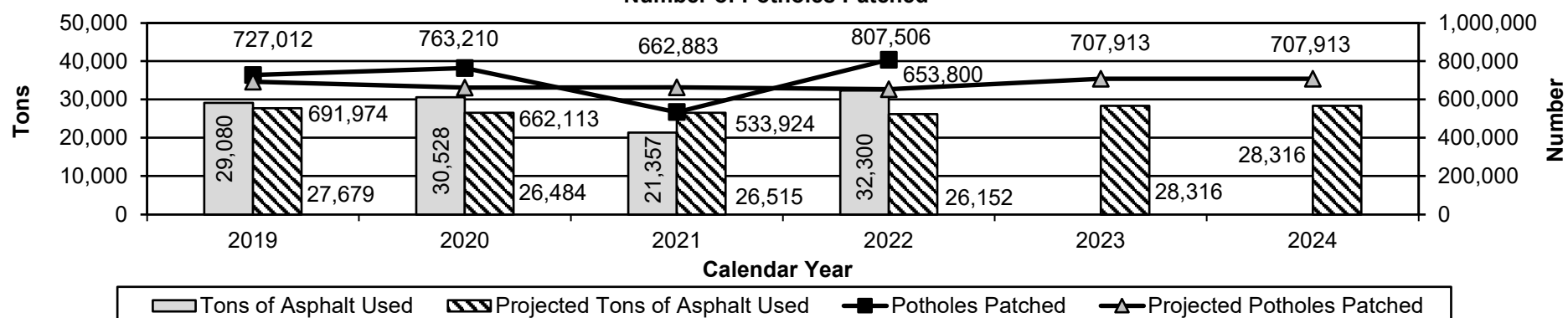
Program is found in the following core budget(s): Safety and Operations

Average Number of Winter Events Statewide



The number of winter events shown in the chart represents the average number of events responded to by 200 MoDOT facilities statewide.

Number of Potholes Patched



The number of potholes patched in each calendar year is estimated by the total tonnage of asphalt used during the same time period. The 2023 and 2024 projections were established by averaging the tonnage of asphalt used and number of potholes patched for the last four calendar years.

PROGRAM DESCRIPTION

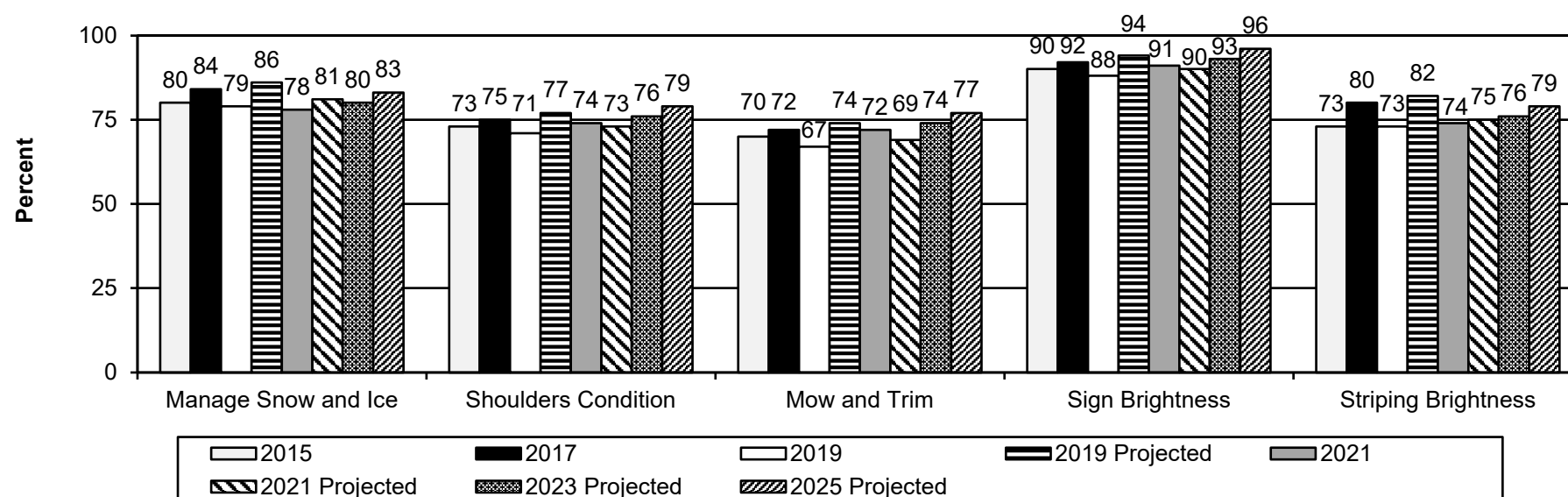
Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations

Program is found in the following core budget(s): Safety and Operations

Overall Satisfaction with MoDOT's Efforts to Provide Various Services on Missouri Highways



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. The questions surveyed were "How satisfied are you with: MoDOT's efforts to manage snow and ice on highways; MoDOT's efforts to keep the shoulders on highways in good condition; MoDOT's efforts to mow and trim trees, grass and weeds along highways; the brightness of MoDOT signs; and the brightness of striping on MoDOT's highways?" Overall satisfaction for the years above was calculated by adding the very satisfied and the satisfied responses. The 2023 and 2025 projections were established by projecting a two and five percent increase from the 2021 survey, respectively. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

Department of Transportation

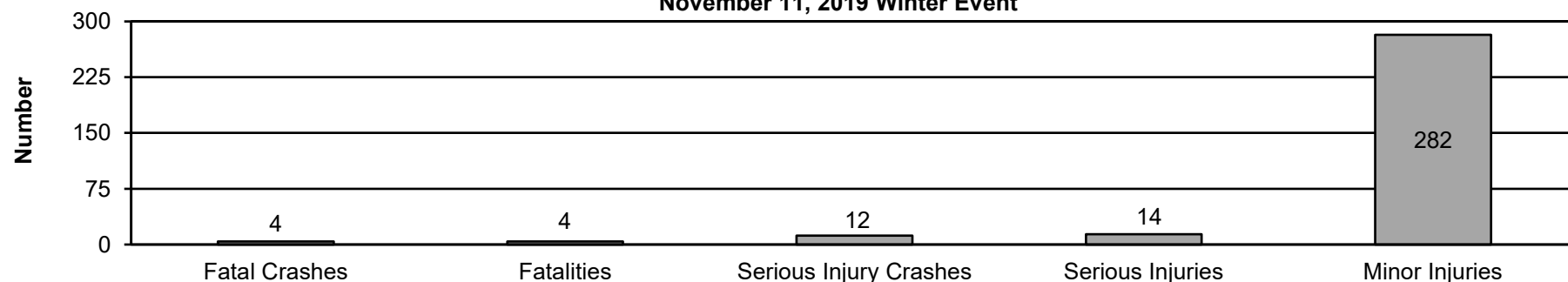
HB Section: 4.450

Program Name: Safety and Operations

Program is found in the following core budget(s): Safety and Operations

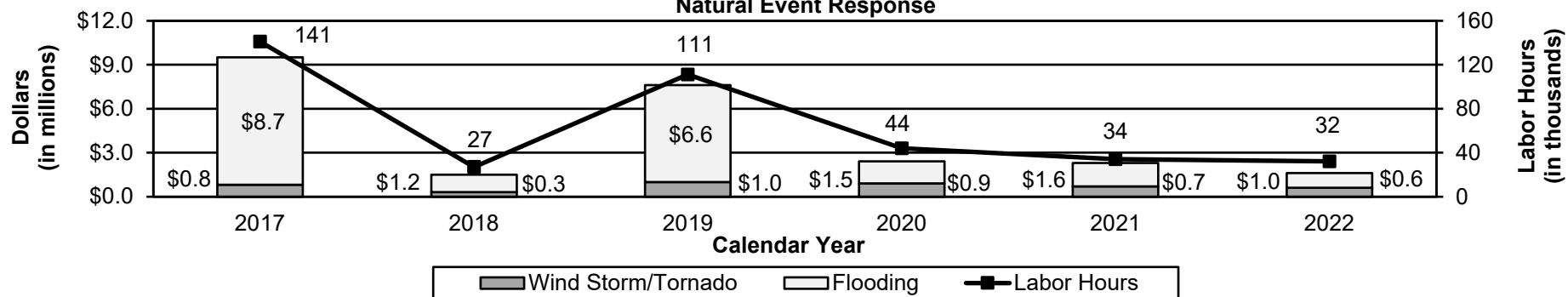
2c. Provide a measure(s) of the program's impact.

November 11, 2019 Winter Event



The November 11, 2019 winter event on Veterans Day followed a very mild day with temperatures throughout the state in the seventies. The storm progressed through the state from west to east along the Interstate 70 corridor beginning in the western part of the state in the morning and ending up in the eastern part of the state by the evening rush hour. Temperatures dropped dramatically with some freezing precipitation. The evening commute in the St. Louis Metro area was greatly impacted with many major roads still congested until 11 p.m. This chart shows the fatal, serious and minor crashes and injuries. The overall costs of this winter event, including labor equipment and material costs, were \$3.2 million.

Natural Event Response



This measure tracks the maintenance dollars and labor hours expended for non-snow related natural events such as flooding, tornadoes and wind storms. These expenditures include disasters declared by the President or Governor and non-declared events.

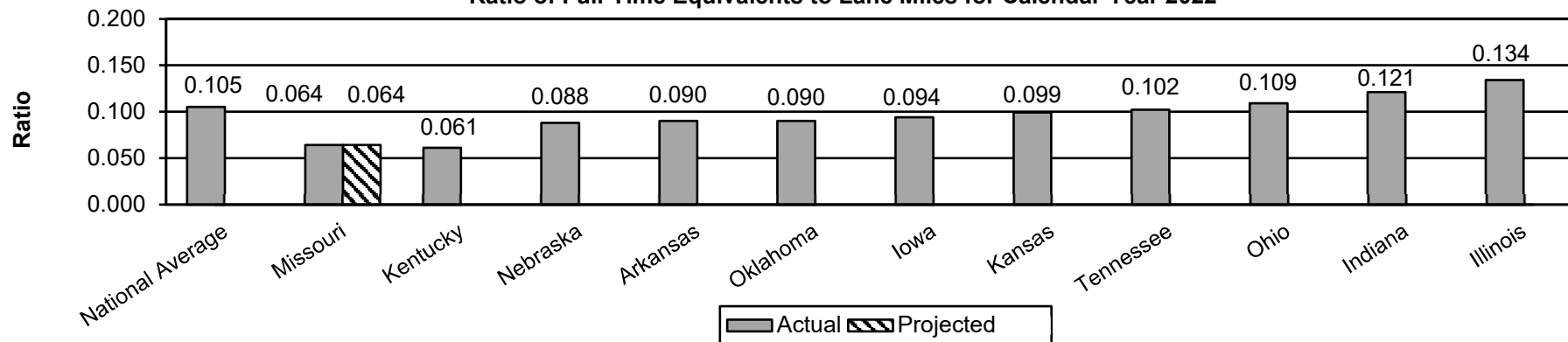
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: Safety and OperationsProgram is found in the following core budget(s): Safety and Operations

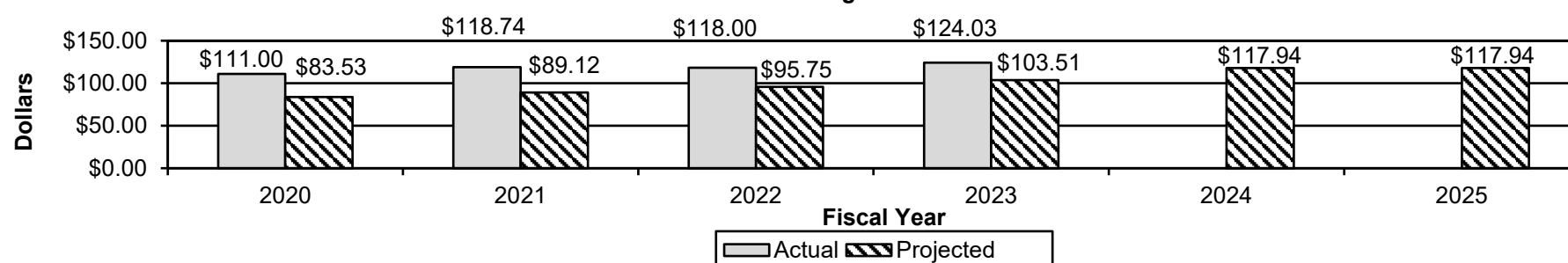
2d. Provide a measure(s) of the program's efficiency.

Ratio of Full-Time Equivalents to Lane Miles for Calendar Year 2022



Full-time equivalent (FTE) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs in the Census Bureau - 2022 Annual Survey of Public Employment and Payroll, by the estimated number of lane miles in the 2021 FHWA report of State Highway Agency-Owned Public Roads (HM-81). A low ratio means MoDOT is efficiently maintaining roadways with limited resources. The projection is based on budgeted FTEs.

Cost of Mowing Per Shoulder Mile



The 2024 and 2025 projections are established by averaging the cost of mowing per shoulder mile for the last four fiscal years.

PROGRAM DESCRIPTION

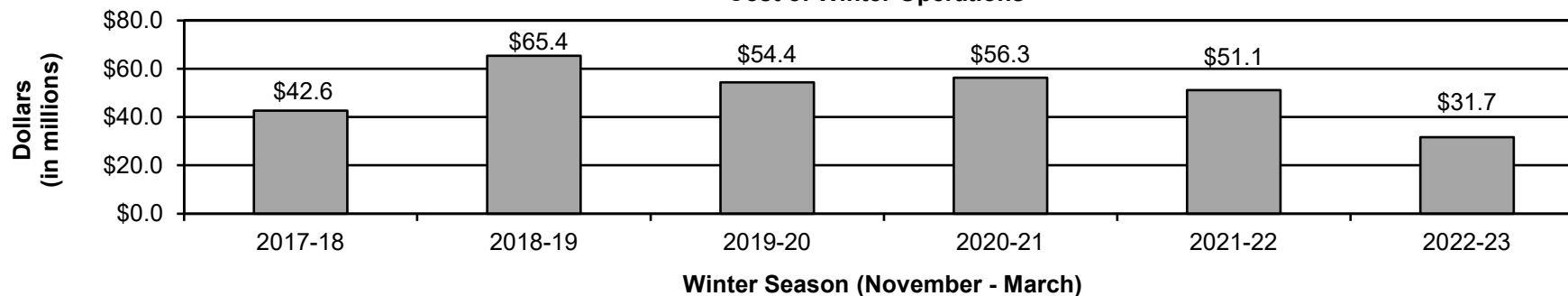
Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations

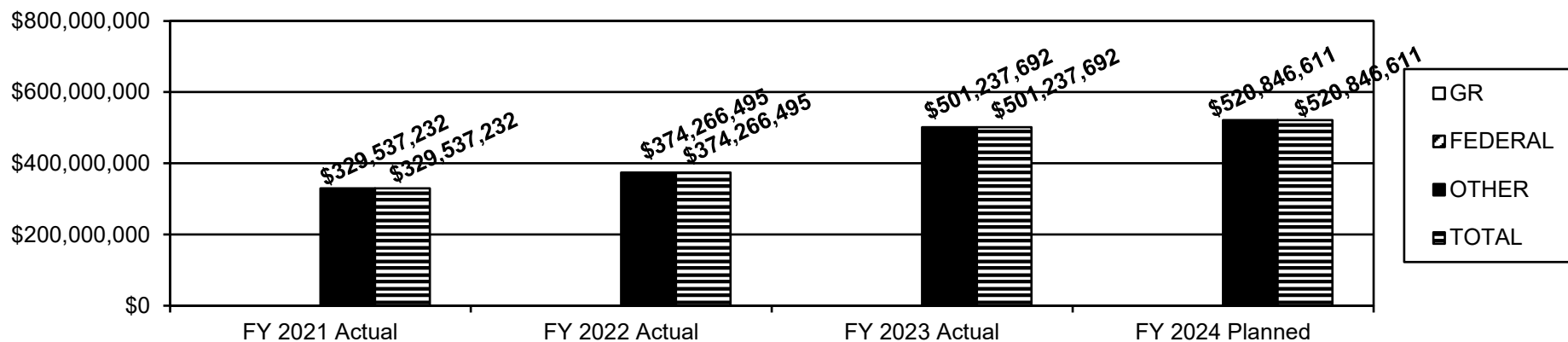
Program is found in the following core budget(s): Safety and Operations

Cost of Winter Operations



3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)

Program Expenditure History



PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations

Program is found in the following core budget(s): Safety and Operations

4. What are the sources of the "Other" funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution; 226.220, RSMo; and Title 49 USC 139 and 145.

6. Are there federal matching requirements? If yes, please explain.

Yes, varies depending on the program

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: Motorcycle Safety Training ProgramProgram is found in the following core budget(s): Safety and Operations

1a. What strategic priority does this program address?

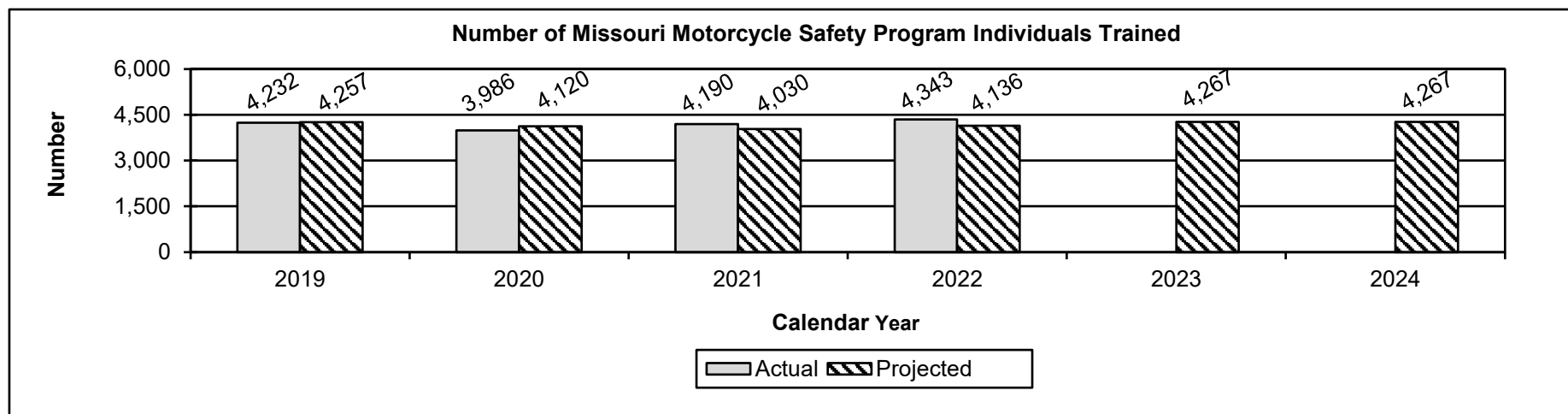
Safety - moving Missourians safely

1b. What does this program do?

MoDOT's Highway Safety and Traffic Division administers the funds deposited in the Motorcycle Safety Trust Fund. These funds are used to fund the Motorcycle Safety Training Program. State statute requires a one dollar surcharge from all criminal cases, including violations of county ordinances, be deposited into the trust fund.

In calendar year 2022, 4,343 individuals received training through various motorcycle training courses offered through the University of Central Missouri. The training includes basic and advanced riding, motorcycle inspection and care, instructor training and professional development.

2a. Provide an activity measure(s) for the program.



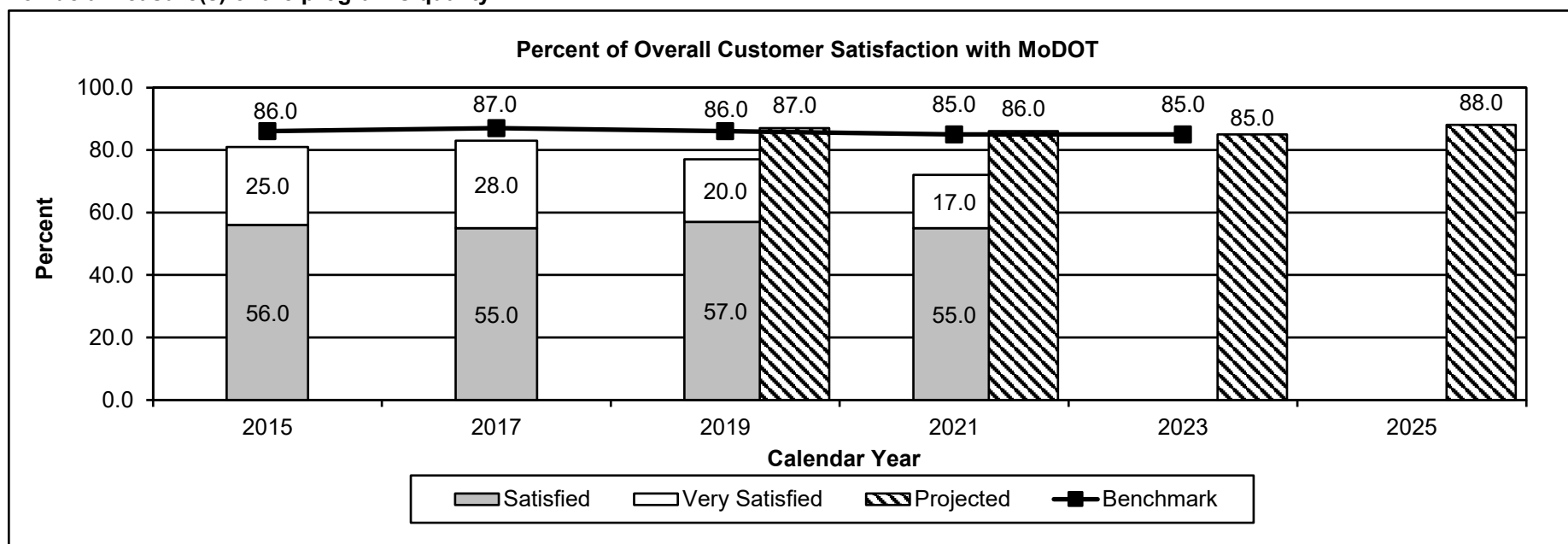
The 2023 and 2024 projections were established by averaging the number of trainees for the last two years.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: Motorcycle Safety Training ProgramProgram is found in the following core budget(s): Safety and Operations

2b. Provide a measure(s) of the program's quality.



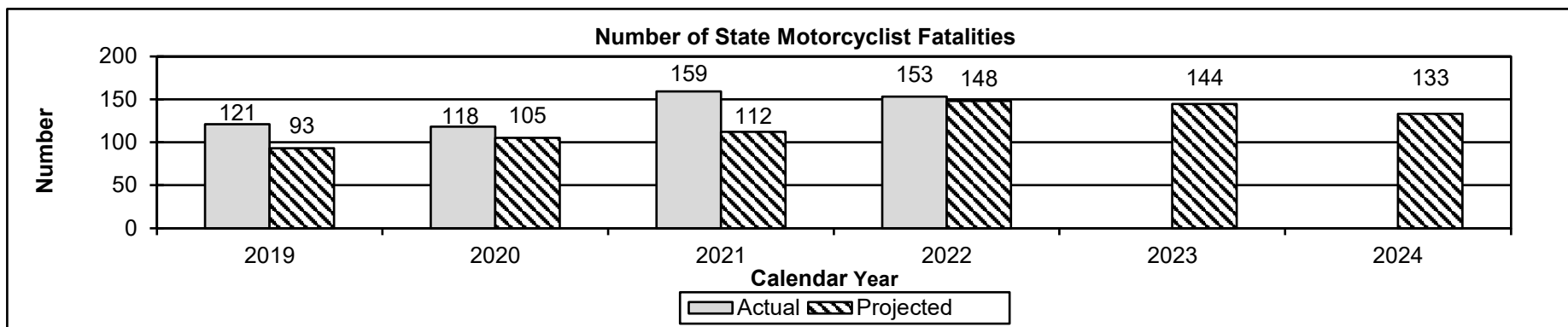
Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 randomly selected Missourians; however, new for 2021, the survey offered both a phone and text option to 7,500 randomly selected Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

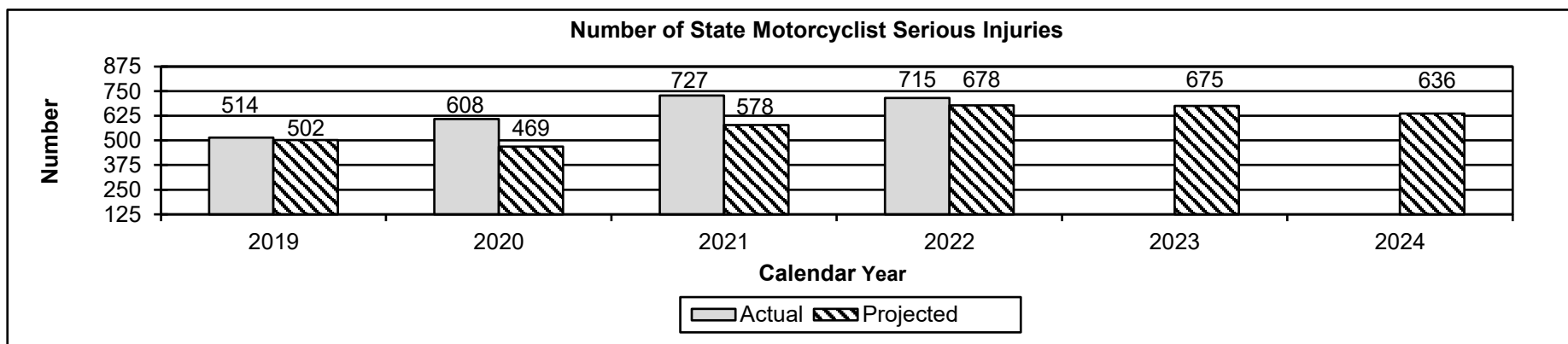
Department of Transportation

HB Section: 4.450Program Name: Motorcycle Safety Training ProgramProgram is found in the following core budget(s): Safety and Operations

2c. Provide a measure(s) of the program's impact.



The 2023 and 2024 projections are based on the goal set in the 2024 Highway Safety Plan to have zero fatalities by 2030. The calendar year 2022 actual is preliminary and is subject to change.



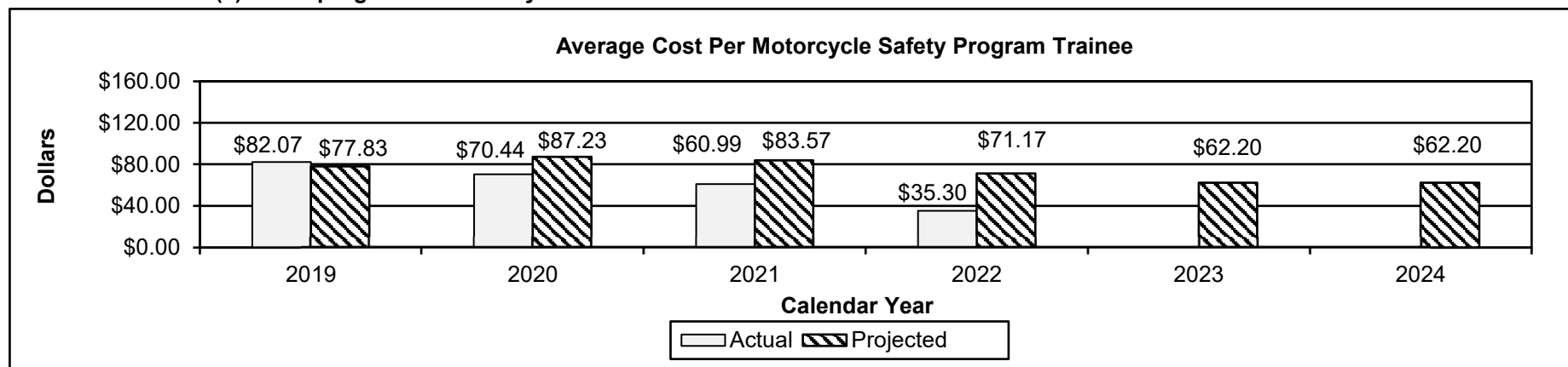
The 2023 and 2024 projections are based on the goal set in the 2024 Highway Safety Plan to have zero serious injuries by 2040. The calendar year 2022 actual is preliminary and is subject to change.

PROGRAM DESCRIPTION

Department of Transportation

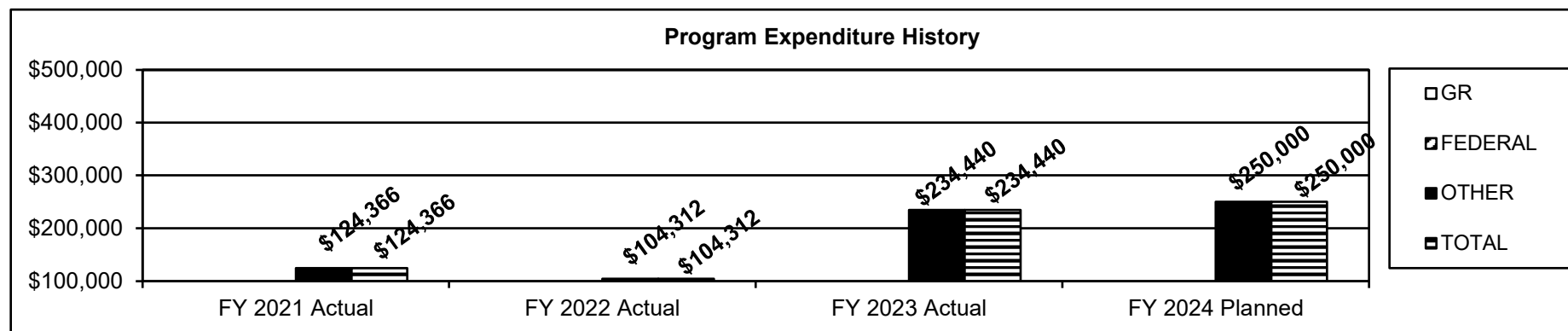
HB Section: 4.450Program Name: Motorcycle Safety Training ProgramProgram is found in the following core budget(s): Safety and Operations

2d. Provide a measure(s) of the program's efficiency.



The average cost per motorcycle safety program trainee is calculated by dividing the total program expenditures by the number of trainees for each calendar year. In addition to training individuals, these funds are used to oversee the training locations, train instructors, provide public information and education and conduct quality assurance. The 2023 and 2024 projections are based on the average cost per motorcycle safety program trainee for the last four years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: Motorcycle Safety Training ProgramProgram is found in the following core budget(s): Safety and Operations**4. What are the sources of the "Other" funds?**

Motorcycle Safety Trust Fund (0246)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Section 302.137, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

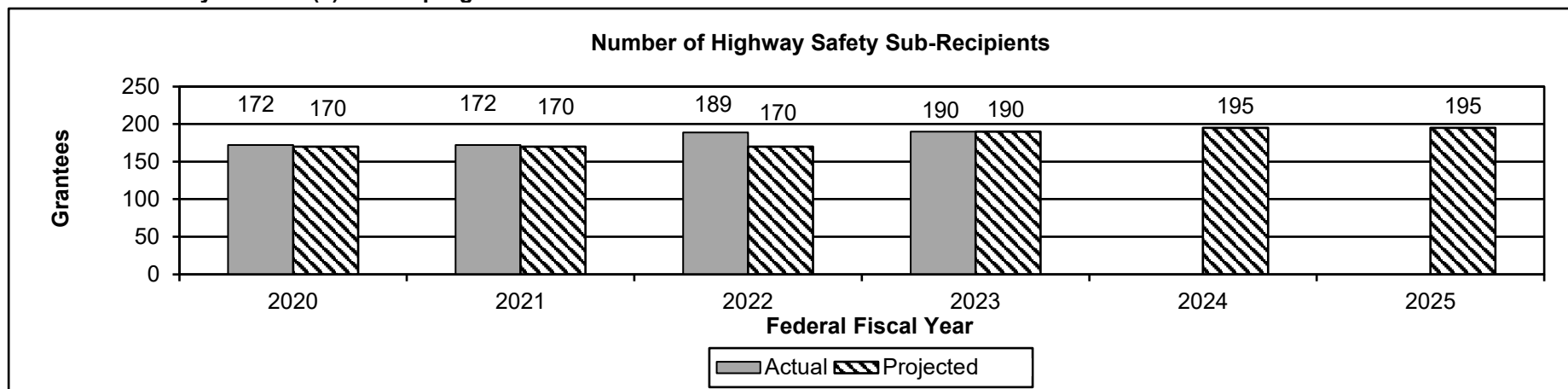
Department of Transportation

HB Section: 4.450Program Name: Safety and Operations GrantsProgram is found in the following core budget(s): Safety and Operations**1a. What strategic priority does this program address?**

Safety - moving Missourians safely

1b. What does this program do?

The goal for this program is to help reduce death and injury resulting from traffic crashes. This program is for various Highway Safety grant programs. Grant funding is designated specifically for behavioral traffic safety programs, such as high-visibility traffic enforcement, training for law enforcement officers, and administration of the state's breath alcohol program, child passenger safety program and teen and young driver safety programs.

2a. Provide an activity measure(s) for the program.

The projections for each year are based on the department's current contracts with sub-recipients. Individual sub-recipients may have multiple projects, and therefore, are awarded more than one contract. For example, the 190 sub-recipients in federal fiscal year 2023 had a total of 430 contracts awarded.

PROGRAM DESCRIPTION

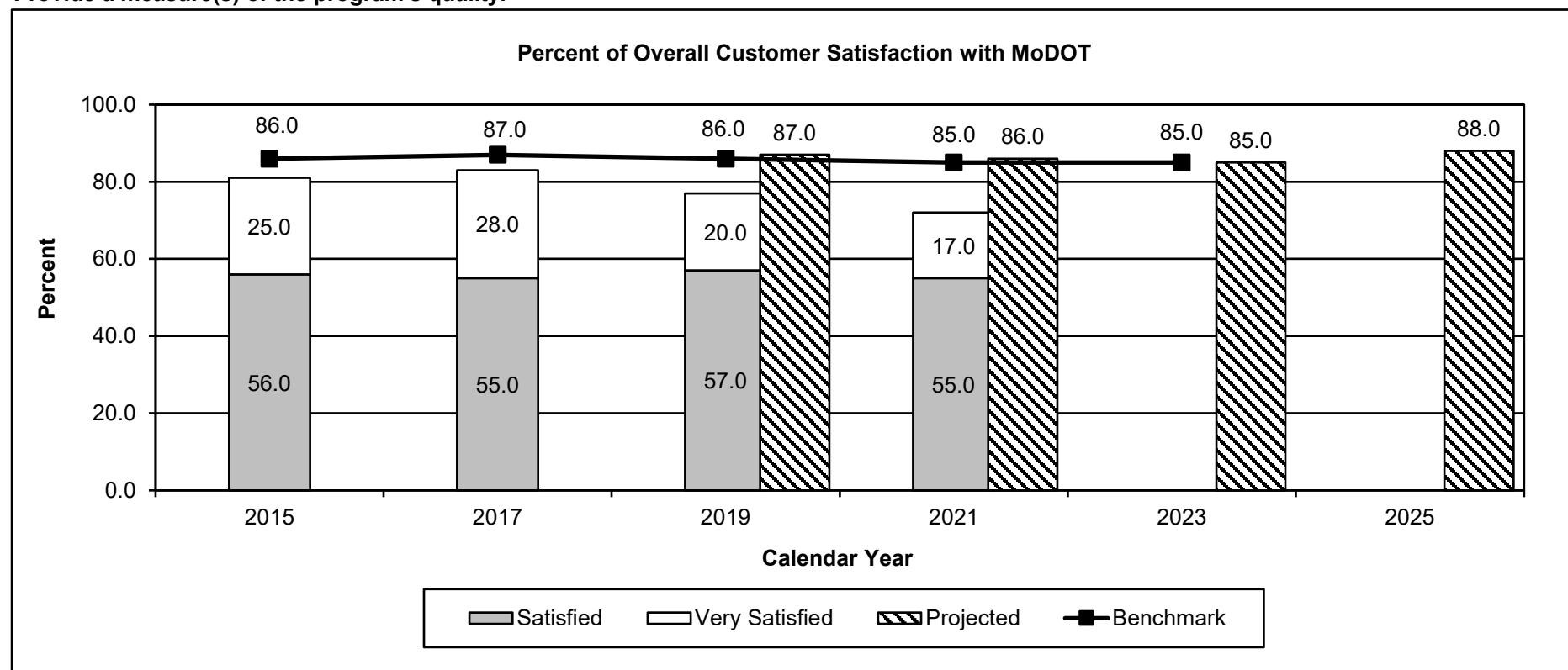
Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations Grants

Program is found in the following core budget(s): Safety and Operations

2b. Provide a measure(s) of the program's quality.



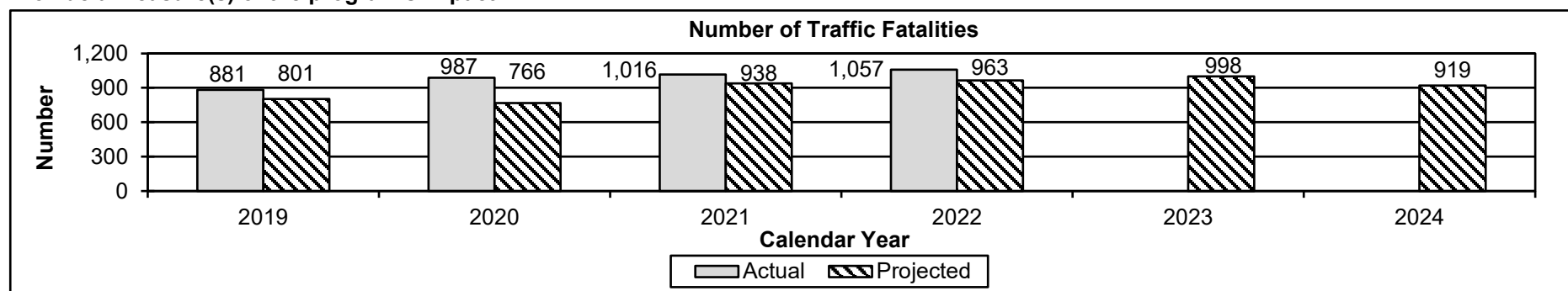
Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

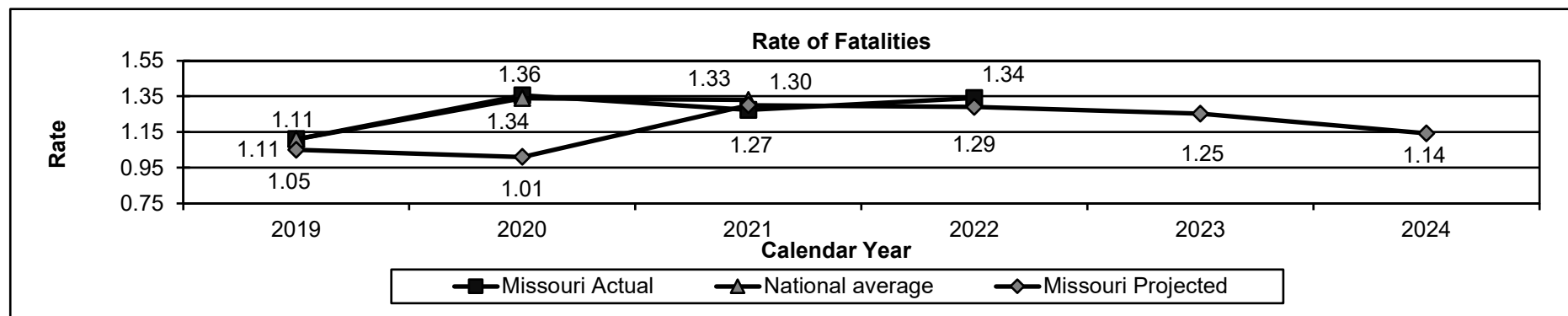
Department of Transportation

HB Section: 4.450Program Name: Safety and Operations GrantsProgram is found in the following core budget(s): Safety and Operations

2c. Provide a measure(s) of the program's impact.



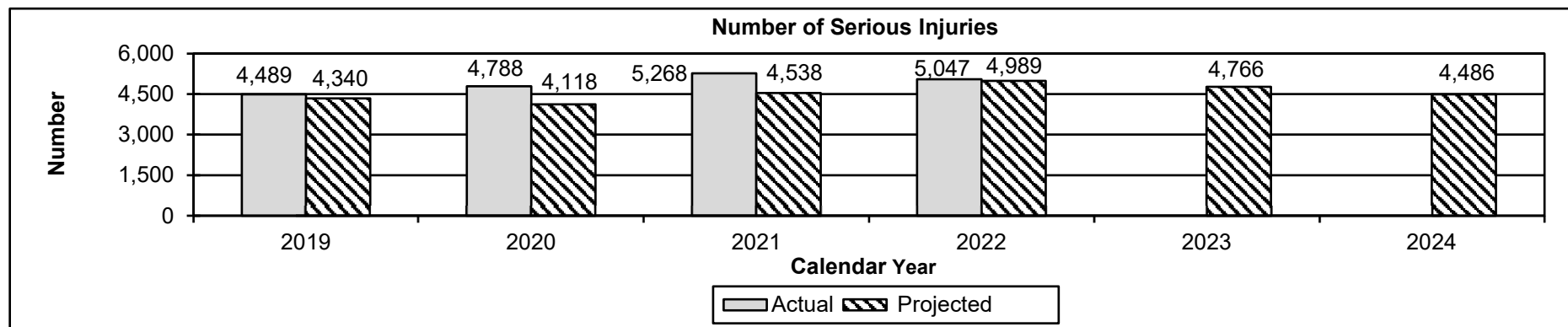
The 2023 and 2024 projections are based on the goal set in the 2024 Highway Safety Plan to have zero fatalities by 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.



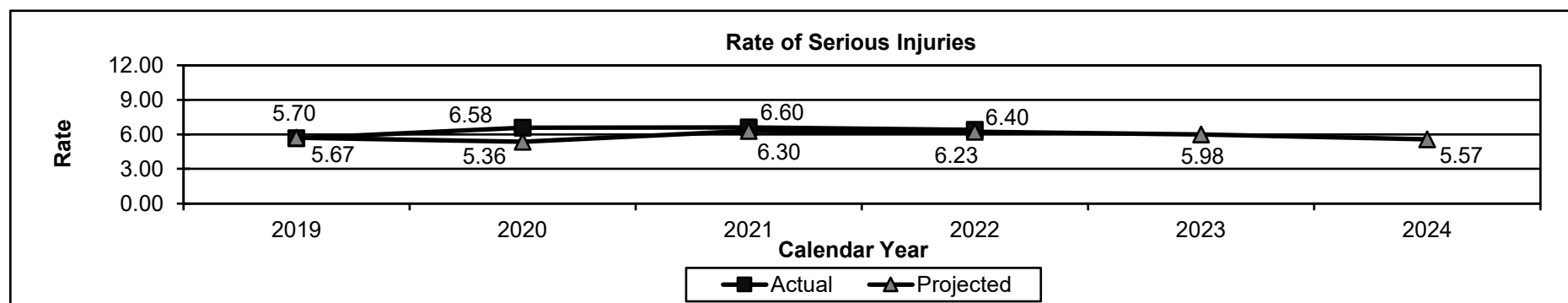
This chart displays the annual fatality rates per 100 million vehicle miles traveled (VMT). For example, the rate of fatalities in 2022 was calculated by dividing 1,057 fatalities by 78.8 billion VMT and multiplying that by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: **Safety and Operations Grants**Program is found in the following core budget(s): **Safety and Operations**

The 2023 and 2024 projections are on the goal set in the 2024 Highway Safety Plan to have zero serious injuries by 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.



This chart displays the annual serious injury rates per 100 million vehicle miles traveled (VMT). For example, the rate of serious injuries in 2022 was calculated by dividing 5,047 serious injuries by 78.8 billion VMT and multiplying that by 100 million. The projections for 2023 and 2024 are based on the goal of zero serious injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

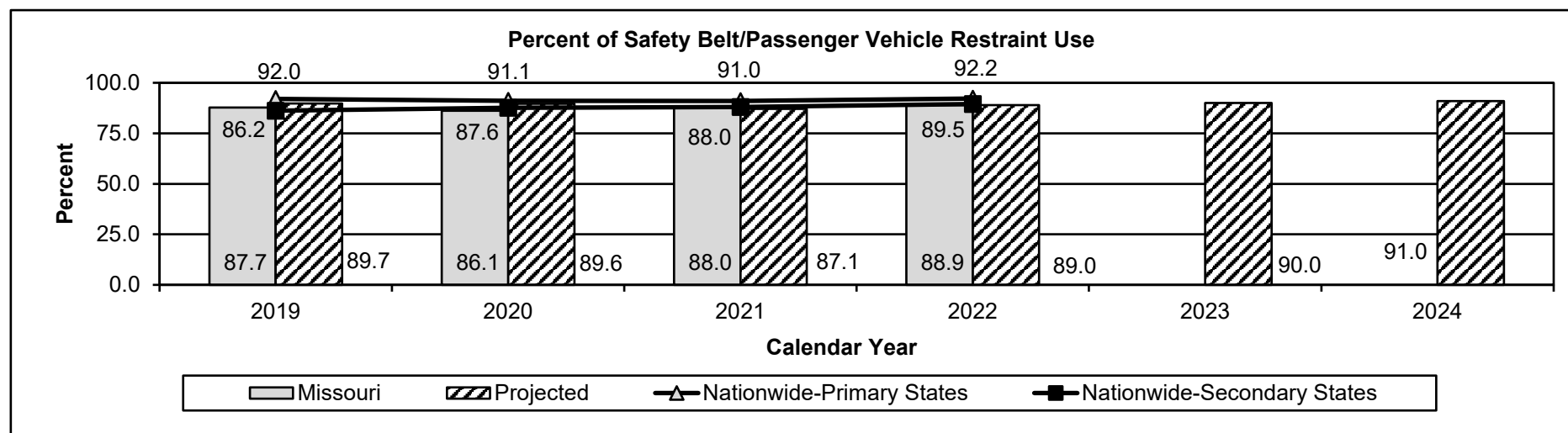
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations Grants

Program is found in the following core budget(s): Safety and Operations



States with a primary seat belt law rank highest on seat belt use nationwide. States that have a secondary law continue to rate lowest in national rankings. MoDOT's 2023 and 2024 projections are equal to a one percent increase in seat belt usage each year.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations Grants

Program is found in the following core budget(s): Safety and Operations

2d. Provide a measure(s) of the program's efficiency.

Number of Citations and Warnings Issued by Law Enforcement - Overtime Projects

	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	143,901	134,375	122,884	105,160	111,540	118,169
Driving while intoxicated	3,862	3,664	3,484	3,012	3,417	4,679
Following too close	1,366	1,005	973	779	680	879
Stop sign	3,965	5,783	5,363	3,860	3,681	4,204
Signal violation	4,444	3,120	3,347	2,383	2,107	2,371
Fail to yield	1,049	778	778	594	692	870
Careless and imprudent driving	1,114	1,237	1,199	873	1,246	1,295
Speeding	87,232	78,391	73,730	66,491	70,556	71,718
Other hazardous moving violations	39,831	40,113	34,010	27,248	29,161	31,793
Seat belt	18,465	15,597	13,331	11,394	10,836	9,573
Child restraint	675	375	403	313	314	484
Other violations	41,035	38,676	41,792	33,349	32,227	31,793
Felony arrests	1,640	1,701	1,551	1,319	1,115	1,188
Drug arrests	2,520	2,373	2,167	1,656	1,435	1,310
Vehicles recovered	114	125	122	103	84	108
Fugitives apprehended	4,077	3,451	2,988	1,994	1,827	2,176
Suspended/revoked license	5,596	4,991	4,343	3,830	3,707	4,181
Uninsured motorist	16,521	11,775	14,457	11,312	9,033	13,525
Number of checkpoints	134	-	-	-	-	-
Total Number of Stops	198,184	158,921	149,892	125,350	129,222	140,769
Total Hours Worked	130,280	128,289	121,199	107,670	116,950	142,688
Total Violations	228,928	211,259	200,258	168,144	173,711	188,600

This measure shows the citations and warnings written each federal fiscal year by law enforcement agencies during contracted year-long overtime projects with grants funded through MoDOT with federal highway safety funds. Law enforcement agencies are awarded overtime enforcement grants to conduct high visibility enforcement of traffic laws. Focused law enforcement efforts attempt to modify driver behavior and ultimately reduce traffic crashes in their jurisdiction.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations Grants

Program is found in the following core budget(s): Safety and Operations

Number of Citations and Warnings Issued by Law Enforcement During Mobilization Campaigns

	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	32,911	36,916	70,112	49,383	44,927	61,290
Driving while intoxicated	1,803	1,742	1,546	1,258	1,675	2,143
Following too close	543	467	707	329	322	381
Stop sign	2,763	2,121	3,457	1,877	1,963	1,255
Signal violation	1,261	1,205	1,701	1,107	1,143	731
Fail to yield	798	606	811	415	2,108	345
Careless and imprudent driving	931	622	821	626	506	348
Speeding	21,040	25,810	30,470	25,107	31,908	35,115
Other hazardous moving violations	19,707	4,187	30,692	14,901	6,934	55,872
Seat belt	11,335	9,632	8,042	5,390	7,926	9,890
Child restraint	566	453	419	147	216	175
Other violations	-	23	23,777	15,257	17,228	20,757
Felony arrests	684	696	661	612	456	784
Drug arrests	1,495	1,552	2,235	1,000	776	538
Vehicles recovered	72	52	43	30	25	13
Fugitives apprehended	1,535	2,008	1,711	811	640	591
Suspended/revoked license	5,201	4,276	3,443	2,322	1,801	1,197
Uninsured motorist	13,457	11,225	11,007	6,023	5,680	3,882
Number of checkpoints	29	-	-	-	-	-
Total Number of Stops	65,046	53,816	63,691	30,228	76,073	77,919
Total Hours Worked	50,801	32,320	26,394	19,023	21,488	15,944
Total Violations	126,406	142,755	119,024	78,570	79,122	91,853

This measure shows the citations and warnings written each federal fiscal year by participating law enforcement agencies during mobilization efforts with grants funded through MoDOT with federal highway safety funds. Throughout the year, nine mobilization campaigns are conducted, targeting occupant restraint and impaired driving violations and include campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

PROGRAM DESCRIPTION

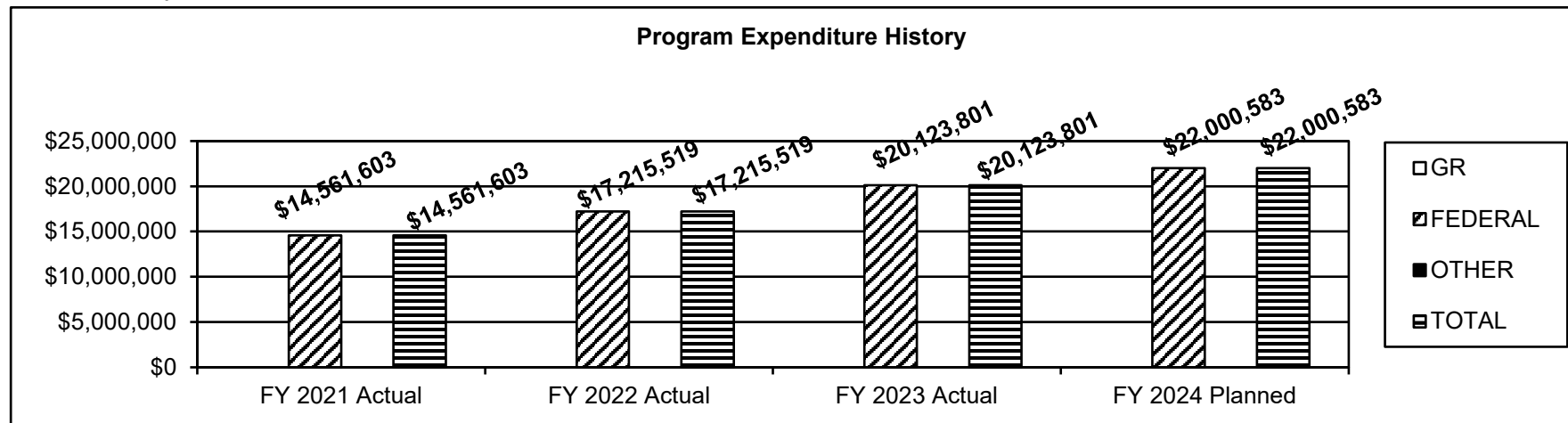
Department of Transportation

HB Section: 4.450

Program Name: Safety and Operations Grants

Program is found in the following core budget(s): Safety and Operations

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 23 USC 401-412

6. Are there federal matching requirements? If yes, please explain.

Yes. Depending on the program, the state must provide from zero to 25 percent match.

7. Is this a federally mandated program? If yes, please explain.

Yes. Pursuant to Title 23 U.S.C. Section 154, Open Container Requirements, a transfer of two and a half percent of National Highway Performance and Surface Transportation Program apportionments must be used for educational safety or hazard elimination roadway projects due to Missouri not having laws in accordance with federal guidelines.

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Safety and Operations

1a. What strategic priority does this program address?

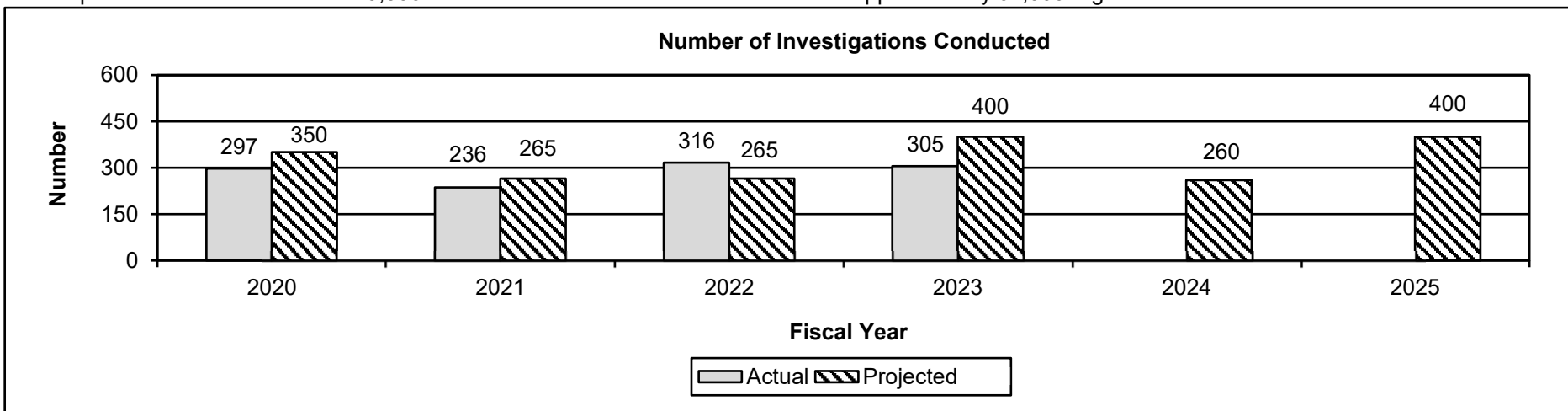
Safety - moving Missourians safely

1b. What does this program do?

The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states and local entities to help reduce the number and severity of crashes involving commercial motor vehicles (CMVs). This program promotes safety in the motor carrier industry through enforcing rules, regulations, standards and out-of-service orders applicable to CMV safety. The activities performed to achieve the mission of the program include roadside CMV inspections, compliance investigations, motor coach inspections, safety compliance audits, traffic enforcement of CMVs, drug interdiction, human trafficking enforcement and education, data collection and reporting, and public outreach/education, which includes a statewide media campaign. MoDOT is the lead agency for MCSAP but a portion of the grant funds goes directly to Missouri State Highway Patrol for commercial vehicle enforcement.

2a. Provide an activity measure(s) for the program.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.



An investigation is an examination of motor carrier operations, such as a driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

PROGRAM DESCRIPTION

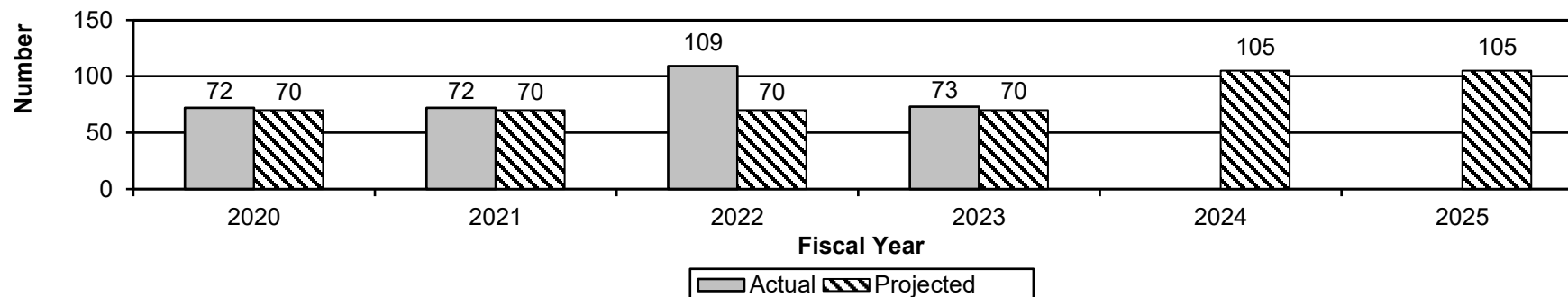
Department of Transportation

HB Section: 4.450

Program Name: Motor Carrier Safety Assistance Program

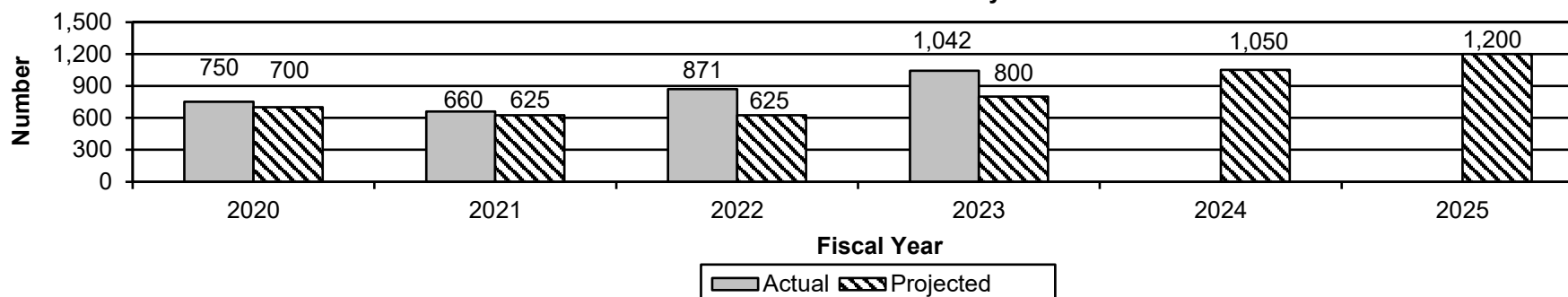
Program is found in the following core budget(s): Safety and Operations

Number of Motor Carrier State Safety Audits Conducted



A state safety audit is an educational contact and examination of the motor carrier operators who apply for intrastate authority from MoDOT Motor Carrier Services. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

Number of Motor Carrier New Entrant Safety Audits Conducted



A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

PROGRAM DESCRIPTION

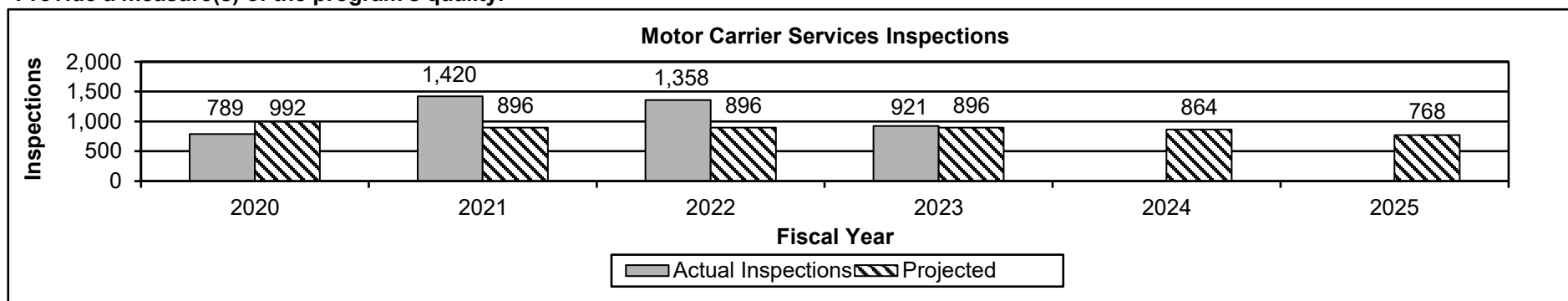
Department of Transportation

HB Section: 4.450

Program Name: Motor Carrier Safety Assistance Program

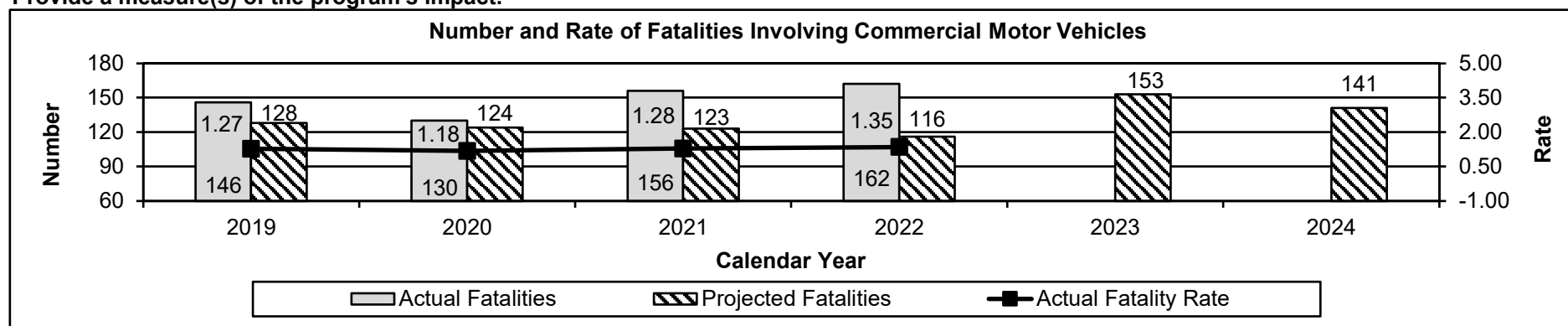
Program is found in the following core budget(s): Safety and Operations

2b. Provide a measure(s) of the program's quality.



This chart shows the number of Motor Carrier Service (MCS) inspections conducted by MoDOT MCS. The projections are based on the current number of MCS investigators and the number of investigations required to maintain certification. Fiscal year 2020 is lower than projected due to delays caused by the COVID-19 pandemic.

2c. Provide a measure(s) of the program's impact.



The crash rate shows the annual fatality rate per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2022 was calculated by dividing 162 fatalities by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

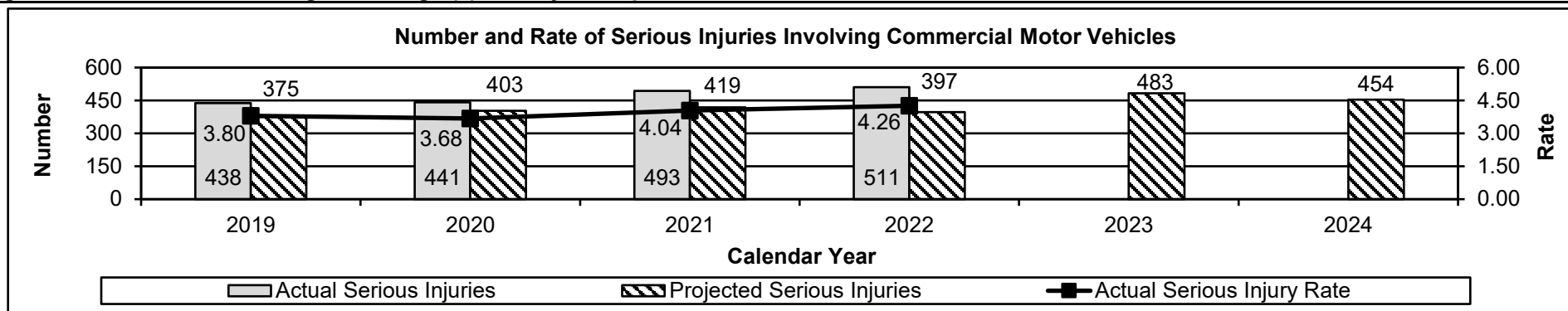
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

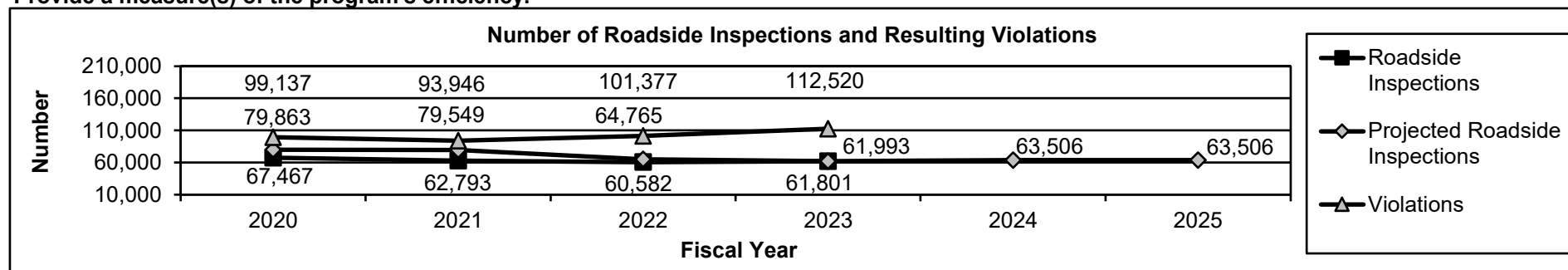
Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Safety and Operations



The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2022 was calculated by dividing 511 serious injuries by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

2d. Provide a measure(s) of the program's efficiency.



Roadside inspections are examinations of commercial motor vehicles (CMVs) and drivers by Motor Carrier Safety Assistance Program (MCSAP) inspectors to ensure they are in compliance with the federal motor carrier safety and hazardous materials regulations. If an inspection results in serious violations, the driver will be issued an out-of-service order. These violations must be corrected before the driver or vehicle can return to service. Missouri has approximately 253 MCSAP inspectors that work in the following state and local agencies: Missouri Department of Transportation, Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA) as submitted in the Commercial Vehicle Safety Plan (CVSP).

PROGRAM DESCRIPTION

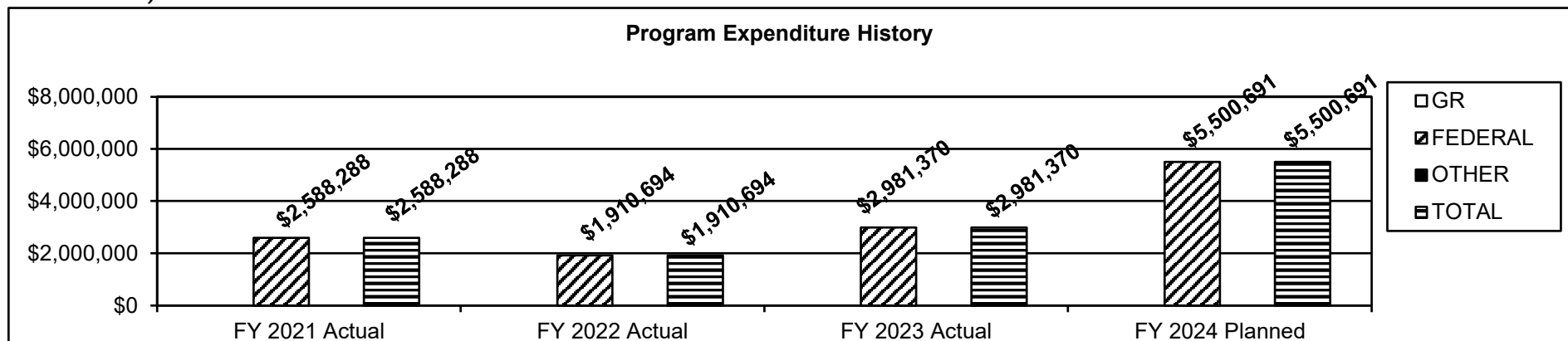
Department of Transportation

HB Section: 4.450

Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Safety and Operations

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Infrastructure Investment and Jobs Act Title III

6. Are there federal matching requirements? If yes, please explain.

Yes, local entities must provide 15 percent match of cash or in-kind.

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

Program Name: Ferryboat Operations

Program is found in the following core budget(s): Safety and Operations

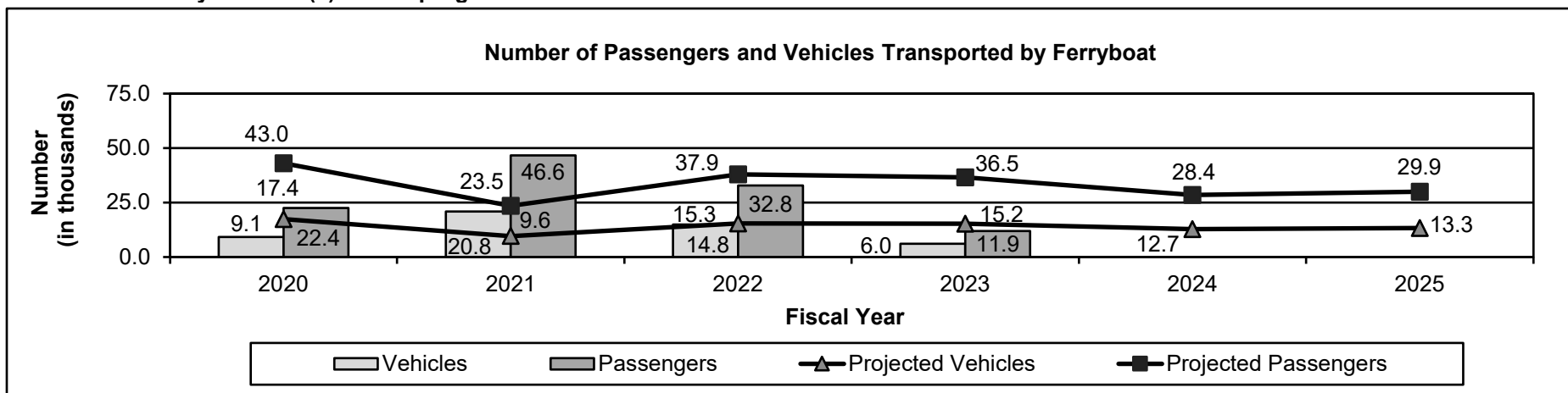
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

Ferryboats are moveable bridges used in place of constructing a permanent bridge. The Ferryboat Operations program provides operating assistance to Missouri's two public ferries that cross into Illinois at Ste. Genevieve County (New Bourbon) and Kentucky at Mississippi County. Without these ferry services, tourists, freight, and other passengers would be required to drive to the nearest bridge crossing, a one-way detour of 44 miles for Ste. Genevieve County and 82 miles for Mississippi County.

2a. Provide an activity measure(s) for the program.



The 2024 projection for vehicles is based on the average number of vehicles from 2020 to 2023. The 2025 projection for vehicles is based on a five percent increase from the 2023 projection. The projected number of passengers is calculated using the 2024 and 2025 vehicle projections and the average passenger to vehicle ratio from 2020 to 2023.

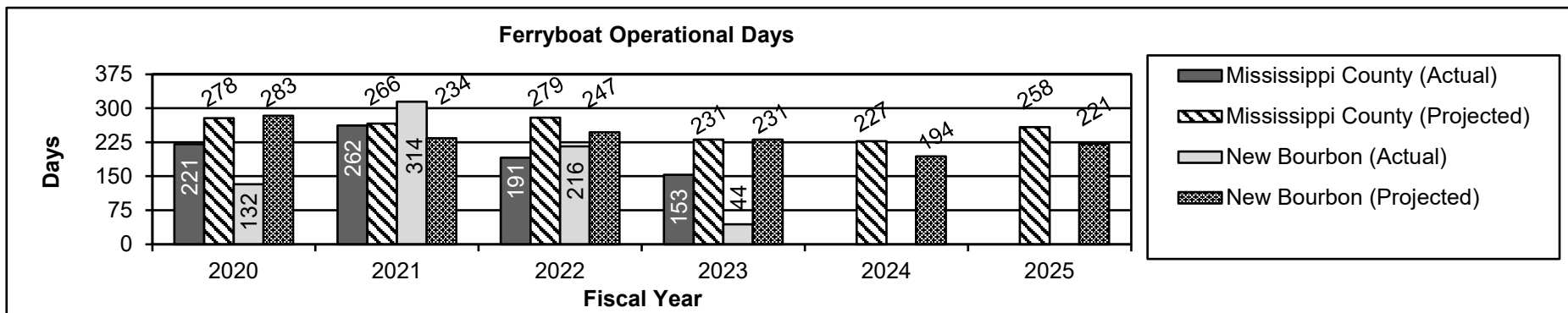
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

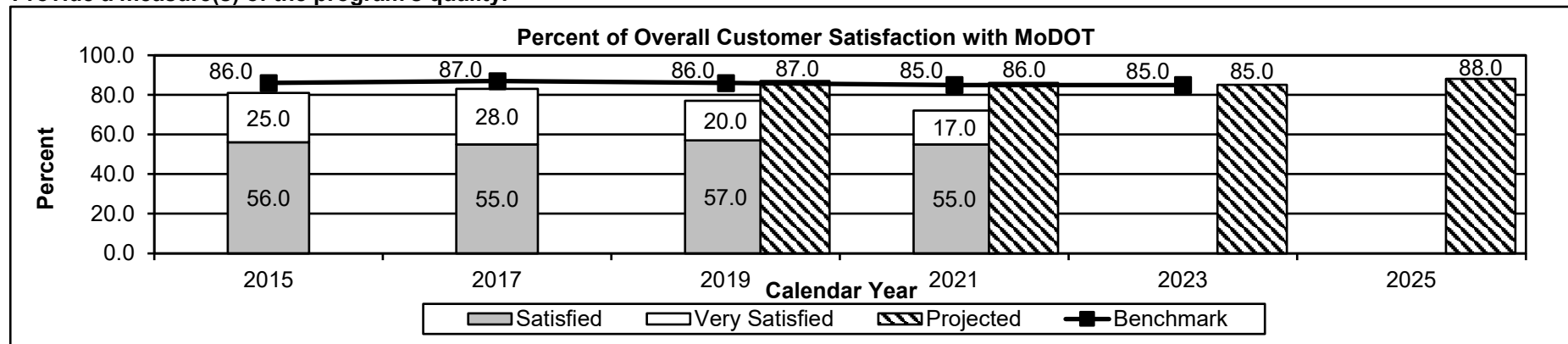
Program Name: Ferryboat Operations

Program is found in the following core budget(s): Safety and Operations



This chart shows the number of days the ferryboats located in New Bourbon and Mississippi County were in operation. The 2024 and 2025 projections were established by averaging the operational days for each ferry from 2020 to 2023 and projecting a 10 and 25 percent improvement, respectively. In 2023, New Bourbon had closures due to drought, high wind and repairs to the ferries reducing the operational days.

2b. Provide a measure(s) of the program's quality.



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 randomly selected Missourians; however, new for 2021, the survey offered both a phone and text option to 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2022 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

PROGRAM DESCRIPTION

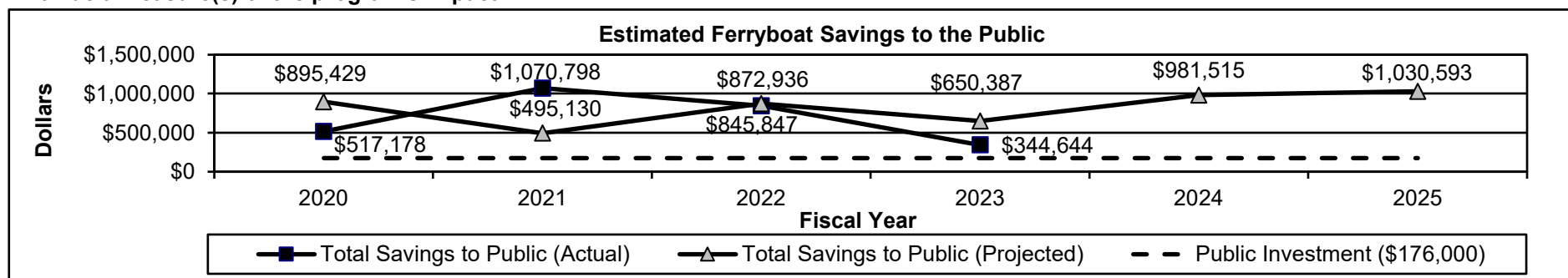
Department of Transportation

HB Section: 4.450

Program Name: Ferryboat Operations

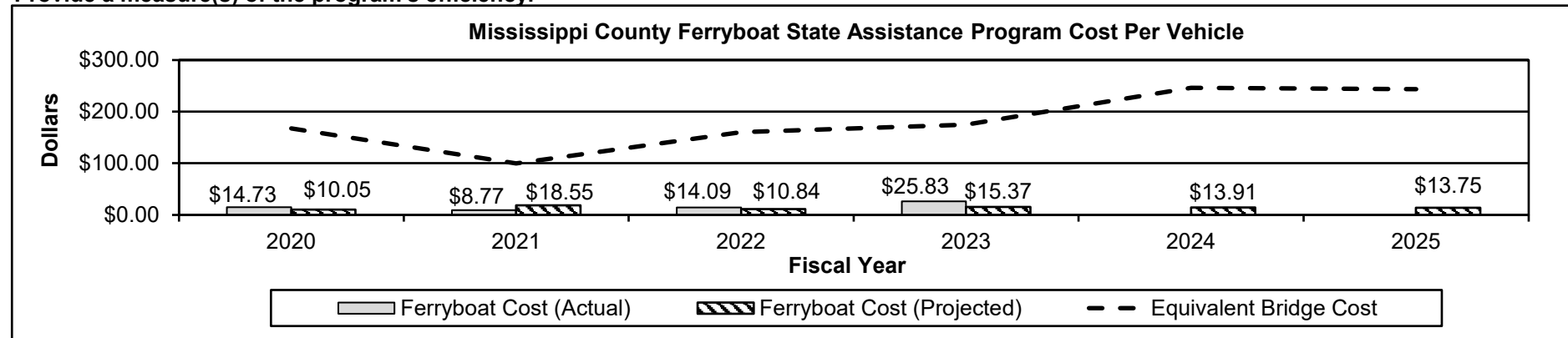
Program is found in the following core budget(s): Safety and Operations

2c. Provide a measure(s) of the program's impact.



Without ferry services, vehicles would be required to drive to the nearest bridge crossing, a one-way detour of 44 miles for New Bourbon and 82 miles for Mississippi County. The savings presented in this chart include both the estimated time savings per passenger and the fuel savings per vehicle transported by ferryboat. The projections are based on the estimated number of vehicles transported by ferryboat of 12,397 in fiscal year 2024 and 13,017 in fiscal year 2025.

2d. Provide a measure(s) of the program's efficiency.



The cost of the ferryboat state assistance program is measured by state dollars spent per vehicle utilizing the ferryboats in Mississippi County. The cost per vehicle is calculated by dividing the annual state funding per ferryboat by the number of vehicles transported by each ferryboat. The equivalent bridge cost per vehicle is calculated under the assumption that a new two-lane bridge over the Mississippi River would cost \$155 million and have an estimated life of 100 years. The projections are based on the estimated increase in the number of vehicles transported by ferryboat of 6,327 in fiscal year 2024 and 6,398 in fiscal year 2025.

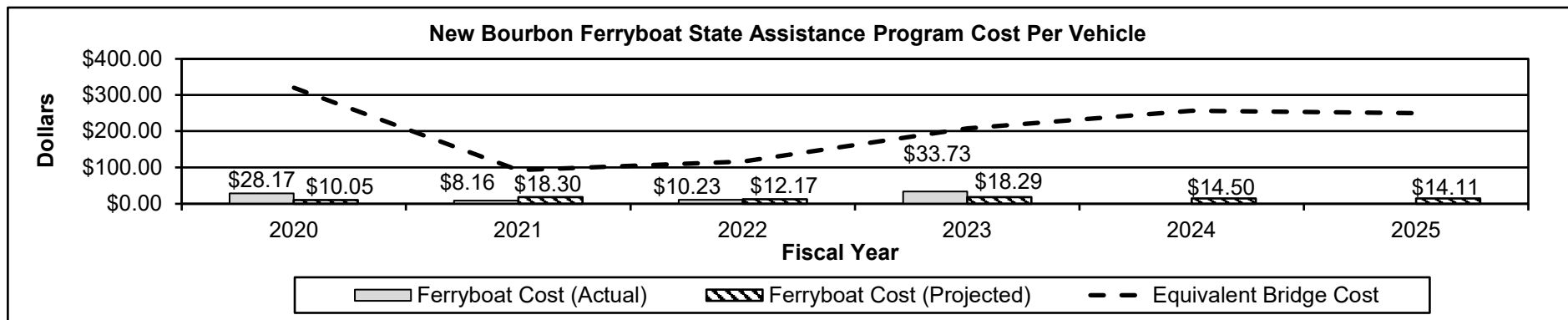
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450

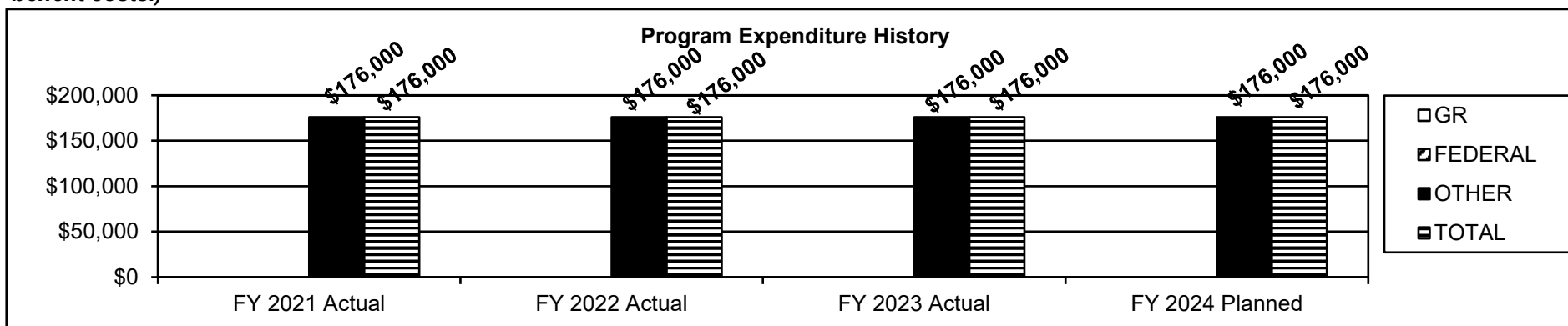
Program Name: Ferryboat Operations

Program is found in the following core budget(s): Safety and Operations



The cost of the ferryboat state assistance program is measured by state dollars spent per vehicle utilizing the ferryboats in New Bourbon. The cost per vehicle is calculated by dividing the annual state funding per ferryboat by the number of vehicles transported by each ferryboat. The equivalent bridge cost per vehicle is calculated under the assumption that a new two-lane bridge over the Mississippi River would cost \$155 million and have an estimated life of 100 years. The projections are based on the estimated increase in the number of vehicles transported by ferryboat of 6,070 in fiscal year 2024 and 6,238 in fiscal year 2025.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450Program Name: Ferryboat OperationsProgram is found in the following core budget(s): Safety and Operations**4. What are the sources of the "Other" funds?**

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b) and (c), MO Constitution, 68.035 and 226.220, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation	Budget Unit <u>Safety and Operations</u>
Division: Safety and Operations	
DI Name: Safety and Operations Grant Expansion DI# 1605009	HB Section <u>4.450</u>

1. AMOUNT OF REQUEST

FY 2025 Budget Request				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	3,250,000	0	3,250,000
TRF	0	0	0	0
Total	0	3,250,000	0	3,250,000

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for additional federal grant funding for safety behavioral programs related to seat belts, car seats, speeding, distracted driving, impaired driving and other risky driving behaviors. This expansion item also includes additional federal grant funding for commercial motor vehicle safety, education, enforcement, equipment, training, inspection and public awareness. Most of the funds will be awarded to other organizations in the form of a federal grant.

NEW DECISION ITEM

RANK: 9 OF 23

Department of Transportation	Budget Unit <u>Safety and Operations</u>
Division: Safety and Operations	
DI Name: Safety and Operations Grant Expansion DI# 1605009	HB Section <u>4.450</u>

The fiscal year 2025 Safety and Operations Grant Expansion by fund is as follows:

Fund	Increase
Highway Safety Fund	\$ 3,000,000
Motor Carrier Services Fund	\$ 250,000
	<u>\$ 3,250,000</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is for additional federal grant funding for safety behavioral programs related to seat belts, car seats, speeding, distracted driving, impaired driving and other risky driving behaviors. This expansion item also includes additional federal grant funding for commercial motor vehicle safety, education, enforcement, equipment, training, inspection and public awareness. Most of the funds will be awarded to other organizations in the form of a federal grant.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	3,250,000	0.0	0	0.0	3,250,000	0.0	0
Total PSD	0	0.0	3,250,000	0.0	0	0.0	3,250,000	0.0	0
Grand Total	0	0.0	3,250,000	0.0	0	0.0	3,250,000	0.0	0

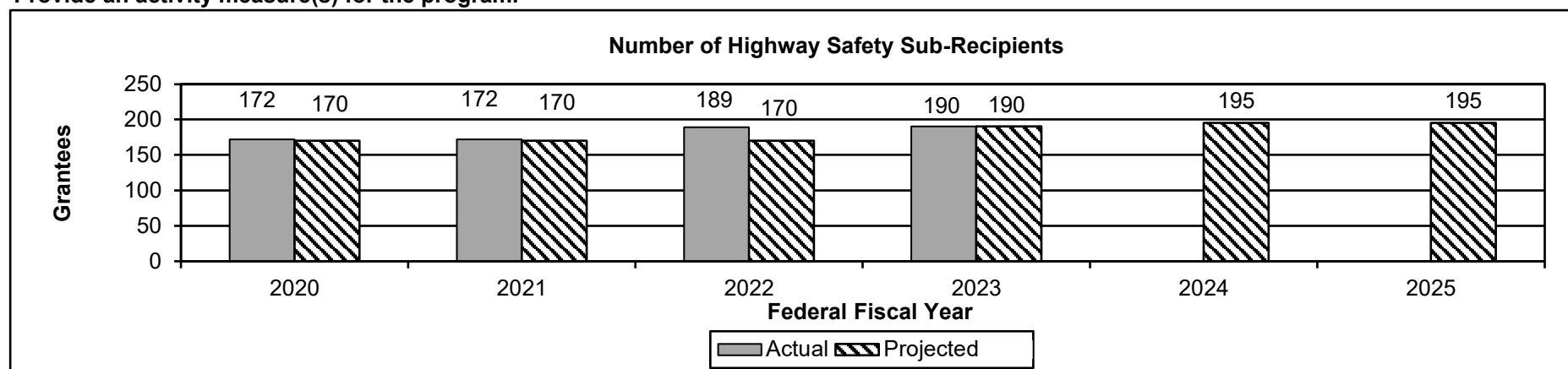
NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

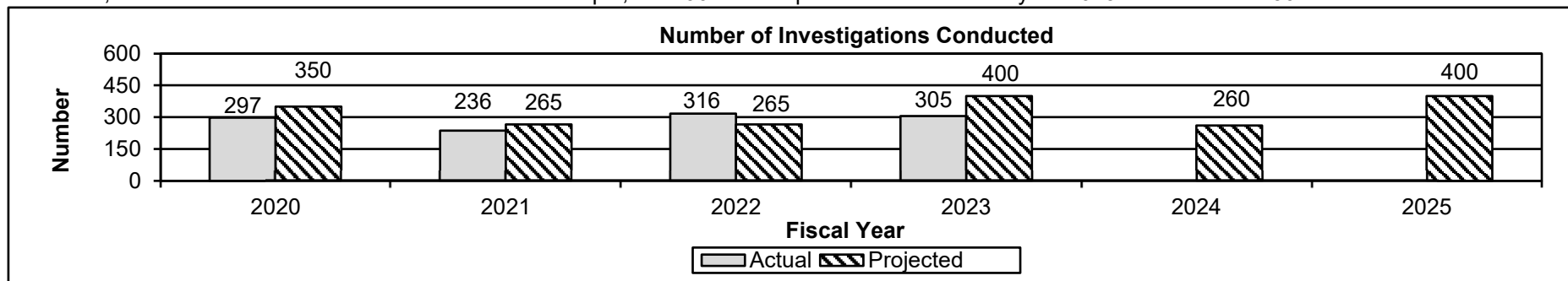
Budget Unit: Safety and Operations
HB Section: 4.450

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The projections for each year are based on the department's current contracts with sub-recipients. Individual sub-recipients may have multiple projects, and therefore, are awarded more than one contract. For example, the 190 sub-recipients in federal fiscal year 2023 had a total of 430 contracts awarded.

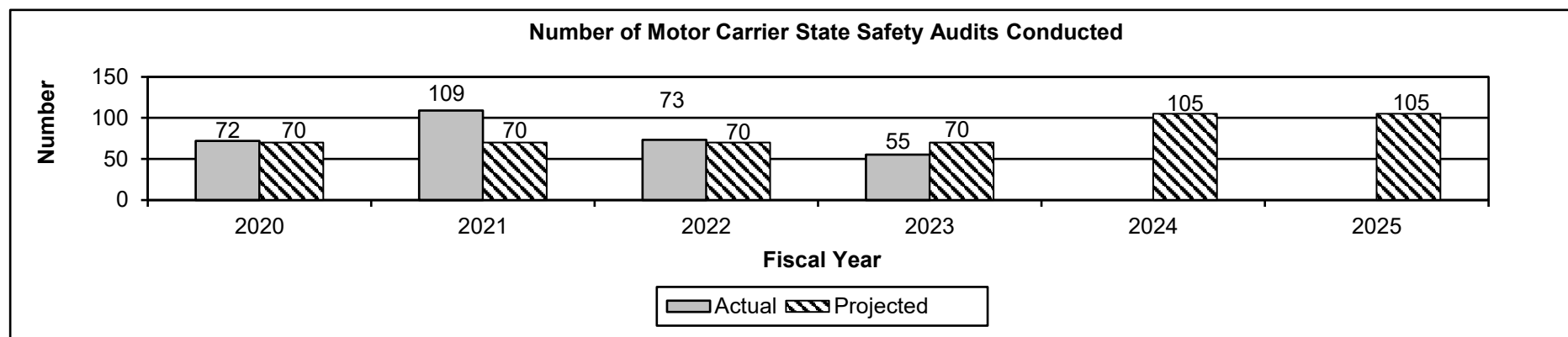


An investigation is an examination of motor carrier operations, such as a driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

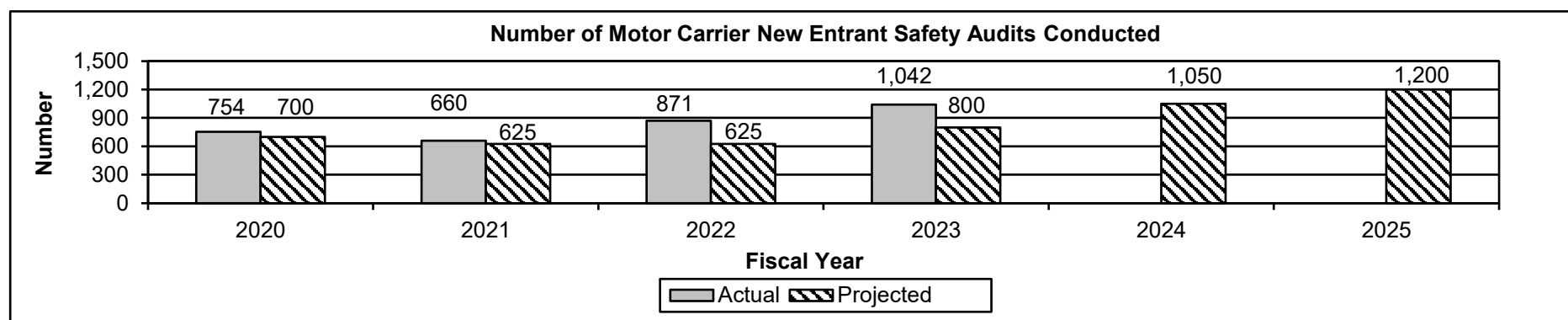
NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit: Safety and Operations
HB Section: 4.450



A state safety audit is an educational contact and examination of the motor carrier operators who apply for intrastate authority from MoDOT Motor Carrier Services. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).



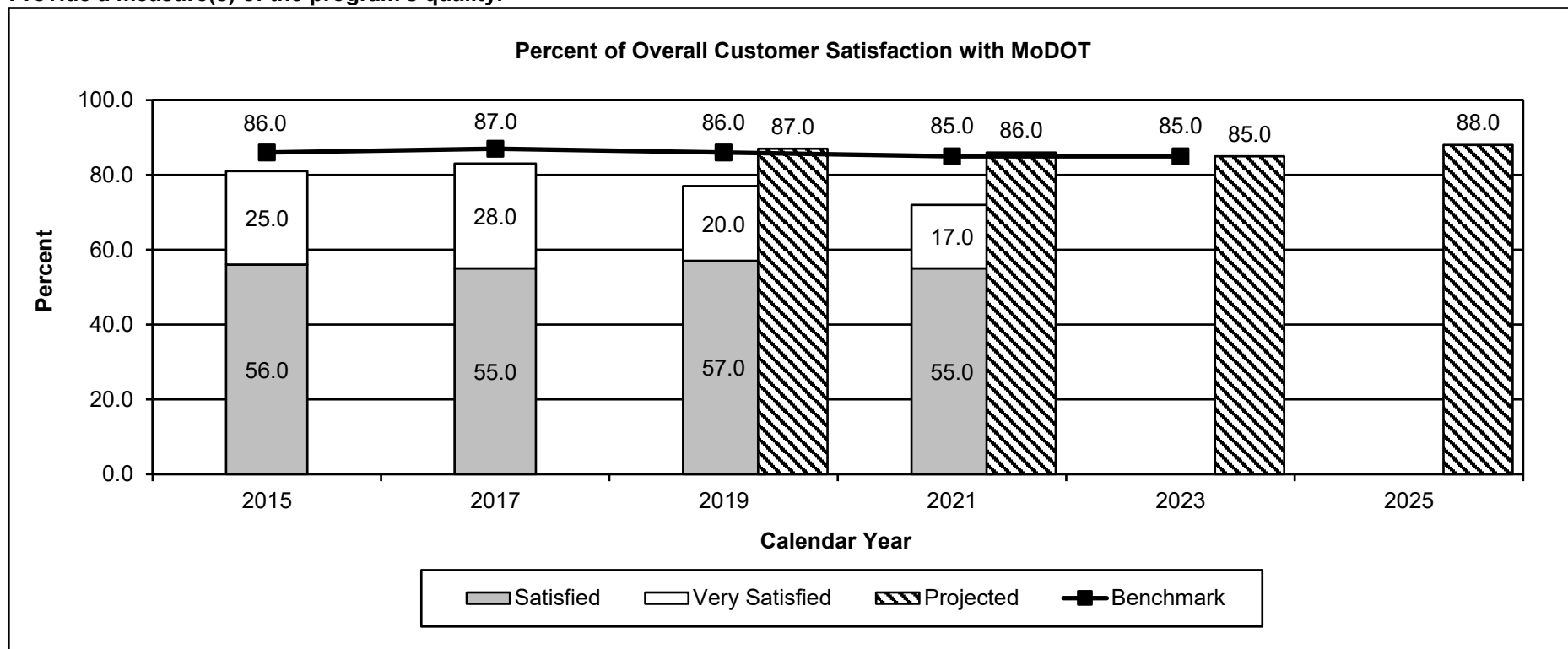
A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit Safety and Operations
HB Section 4.450

6b. Provide a measure(s) of the program's quality.



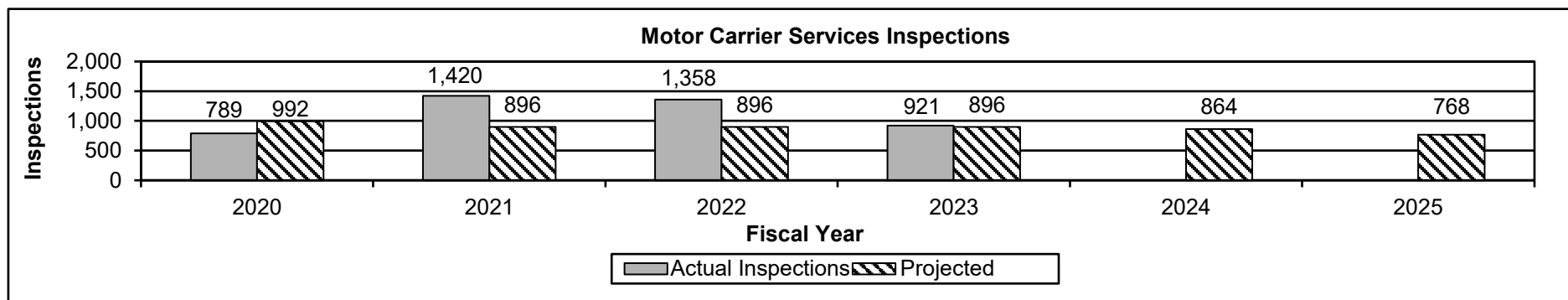
Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 randomly selected Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

NEW DECISION ITEM

RANK: 9 OF 23

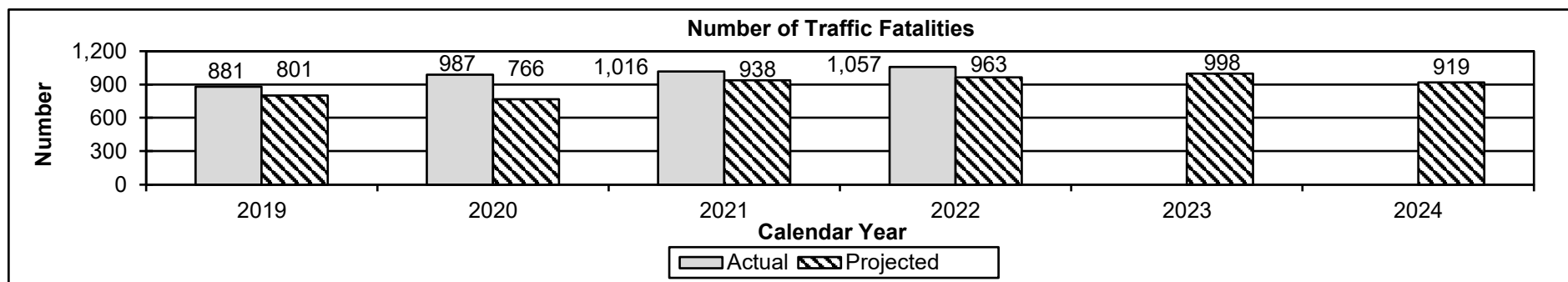
Department of Transportation
 Division: Safety and Operations
 DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit Safety and Operations
 HB Section 4.450



This chart shows the number of Motor Carrier Service (MCS) inspections conducted by MoDOT MCS. The projections are based on the current number of MCS investigators and the number of investigations required to maintain certification. Fiscal year 2020 is lower than projected due to delays caused by the COVID-19 pandemic.

6c. Provide a measure(s) of the program's impact.

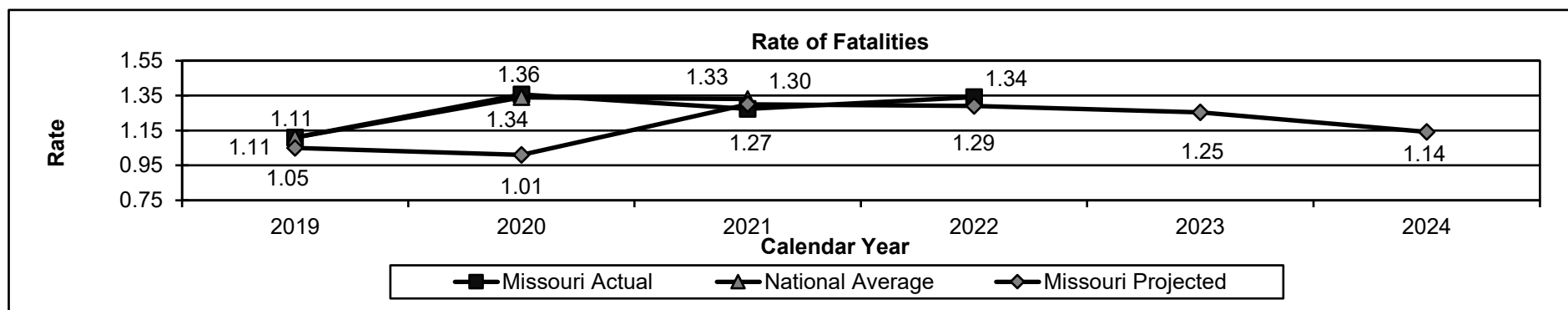


The 2023 and 2024 projections are based on the goal set in the 2024 Highway Safety Plan to have zero fatalities by 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

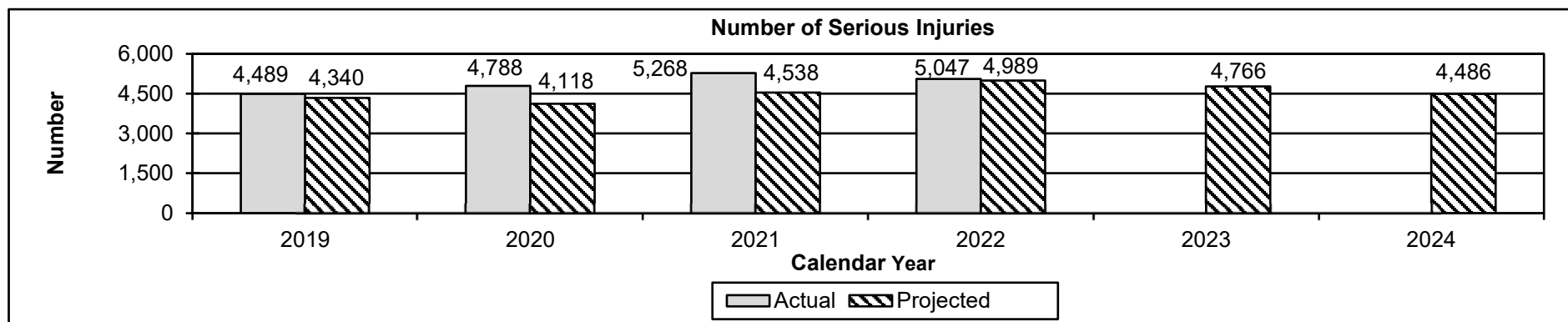
NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit: Safety and Operations
HB Section: 4.450



This chart displays the annual fatality rates per 100 million vehicle miles traveled (VMT). For example, the rate of fatalities in 2022 was calculated by dividing 1,057 fatalities by 78.8 billion VMT and multiplying that by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

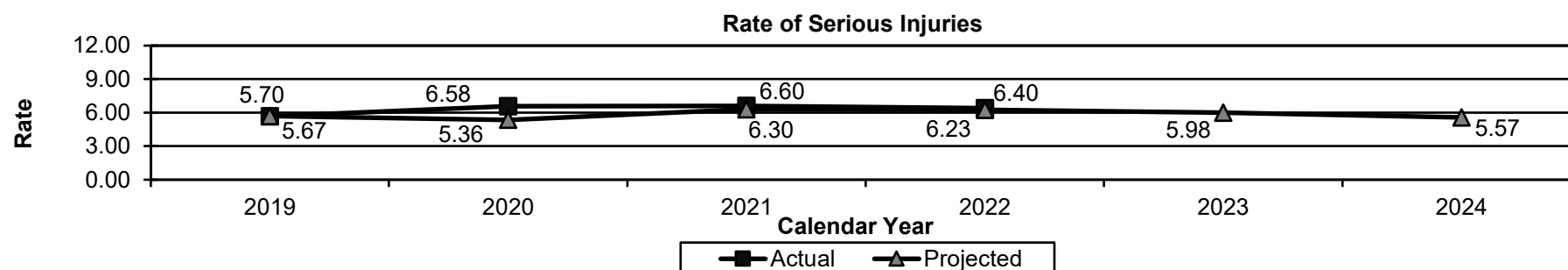


The 2023 and 2024 projections are on the goal set in the 2024 Highway Safety Plan to have zero serious injuries by 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

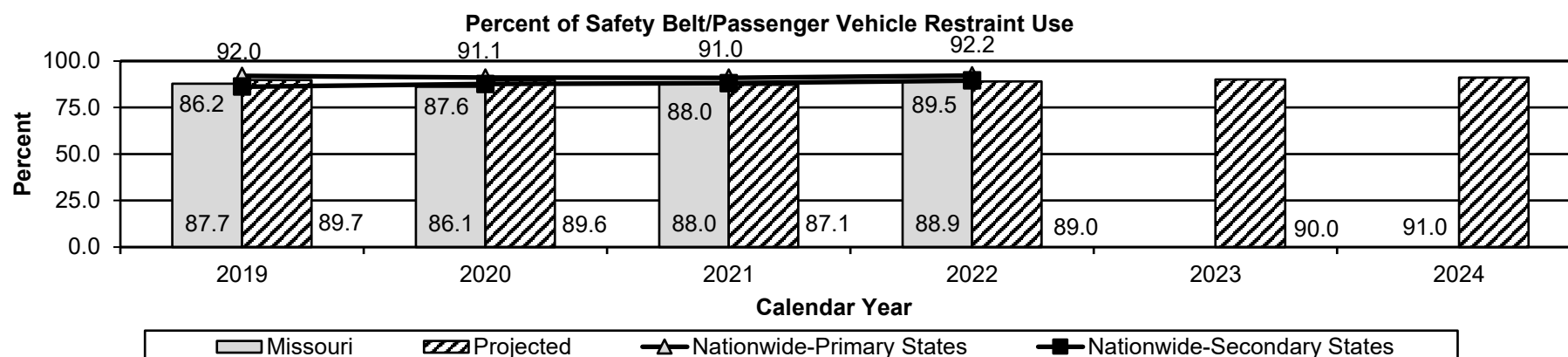
NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit: Safety and Operations
HB Section: 4.450



This chart displays the annual serious injury rates per 100 million vehicle miles traveled (VMT). For example, the rate of serious injuries in 2022 was calculated by dividing 5,047 serious injuries by 78.8 billion VMT and multiplying that by 100 million. The projections for 2023 and 2024 are based on the goal of zero serious injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

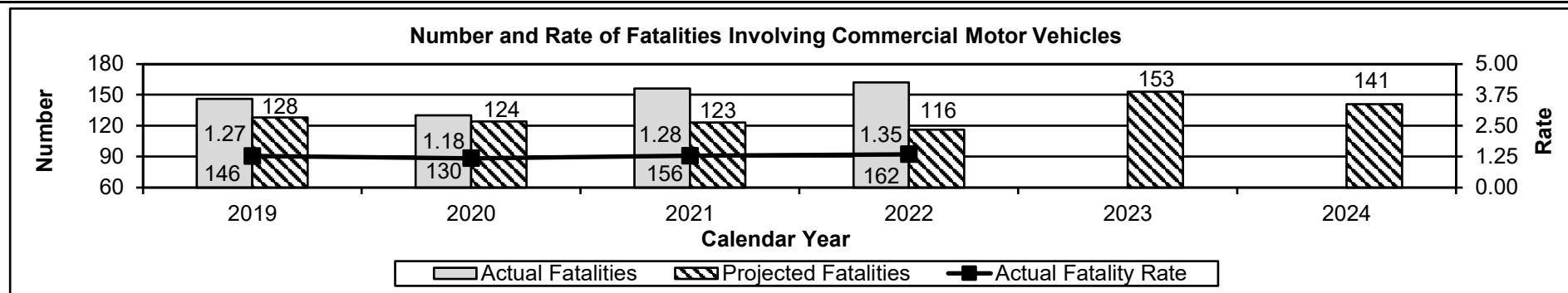


States with a primary seat belt law rank highest on seat belt use nationwide. States that have a secondary law continue to rate lowest in national rankings. MoDOT's 2023 and 2024 projections are equal to a one percent increase in seat belt usage each year.

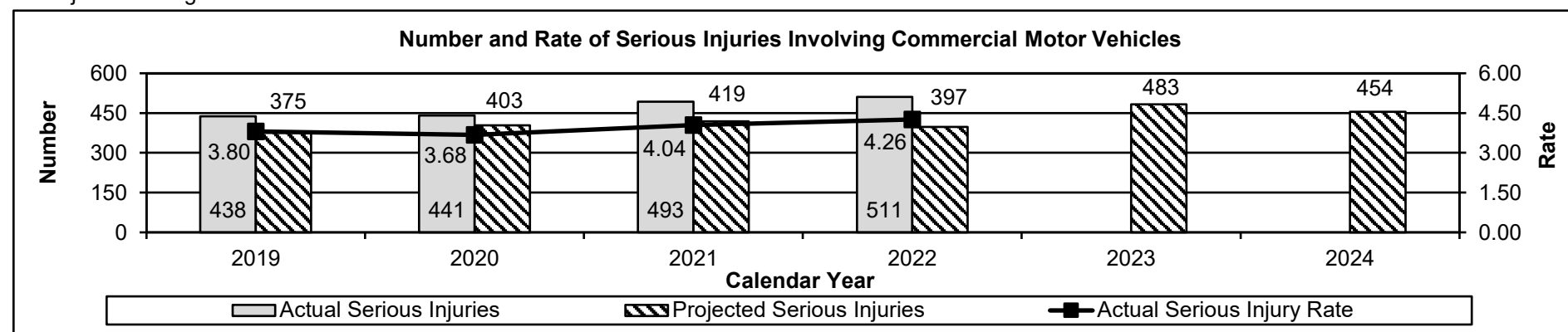
NEW DECISION ITEM
RANK: 9 **OF** 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit Safety and Operations
HB Section 4.450



The crash rate shows the annual fatality rate per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2022 was calculated by dividing 162 fatalities by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction, instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.



The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2022 was calculated by dividing 511 serious injuries by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation	Budget Unit <u>Safety and Operations</u>
Division: Safety and Operations	
DI Name: Safety and Operations Grant Expansion DI# 1605009	HB Section <u>4.450</u>

6d. Provide a measure(s) of the program's efficiency.

Number of Citations and Warnings Issued by Law Enforcement - Overtime Projects

	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	143,901	134,375	122,884	105,160	111,540	118,169
Driving while intoxicated	3,862	3,664	3,484	3,012	3,417	4,679
Following too close	1,366	1,005	973	779	680	879
Stop sign	3,965	5,783	5,363	3,860	3,681	4,204
Signal violation	4,444	3,120	3,347	2,383	2,107	2,371
Fail to yield	1,049	778	778	594	692	870
Careless and imprudent driving	1,114	1,237	1,199	873	1,246	1,295
Speeding	87,232	78,391	73,730	66,491	70,556	71,718
Other hazardous moving violations	39,831	40,113	34,010	27,248	29,161	31,793
Seat belt	18,465	15,597	13,331	11,394	10,836	9,573
Child restraint	675	375	403	313	314	484
Other violations	41,035	38,676	41,792	33,349	32,227	31,793
Felony arrests	1,640	1,701	1,551	1,319	1,115	1,188
Drug arrests	2,520	2,373	2,167	1,656	1,435	1,310
Vehicles recovered	114	125	122	103	84	108
Fugitives apprehended	4,077	3,451	2,988	1,994	1,827	2,176
Suspended/revoked license	5,596	4,991	4,343	3,830	3,707	4,181
Uninsured motorist	16,521	11,775	14,457	11,312	9,033	13,525
Number of checkpoints	134	-	-	-	-	-
Total Number of Stops	198,184	158,921	149,892	125,350	129,222	140,769
Total Hours Worked	130,280	128,289	121,199	107,670	116,950	142,688
Total Violations	228,928	211,259	200,258	168,144	173,711	188,600

This measure shows the citations and warnings written each federal fiscal year by law enforcement agencies during contracted year-long overtime projects with grants funded through MoDOT with federal highway safety funds. Law enforcement agencies are awarded overtime enforcement grants to conduct high visibility enforcement of traffic laws. Focused law enforcement efforts attempt to modify driver behavior and ultimately reduce traffic crashes in their jurisdiction.

NEW DECISION ITEM

RANK: 9 OF 23

Department of Transportation	Budget Unit	Safety and Operations
Division: Safety and Operations		
DI Name: Safety and Operations Grant Expansion DI# 1605009	HB Section	4.450

Number of Citations and Warnings Issued by Law Enforcement During Mobilization Campaigns

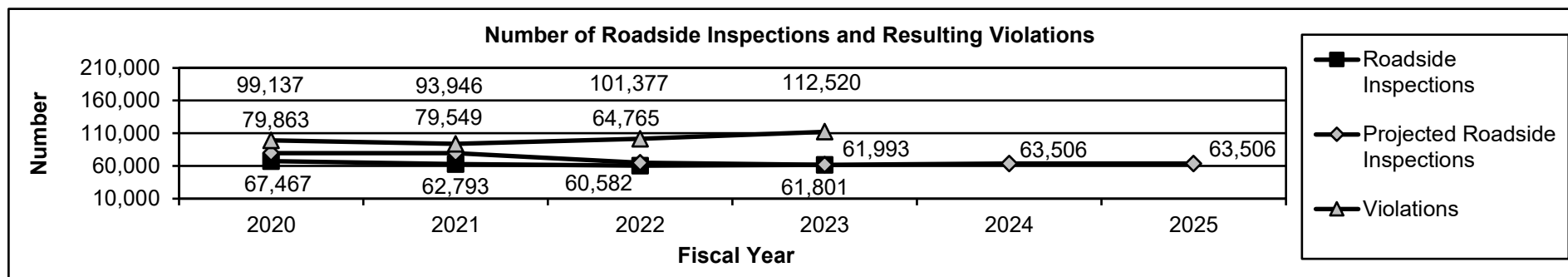
	2017	2018	2019	2020	2021	2022
Total hazardous moving violations	32,911	36,916	70,112	49,383	44,927	61,290
Driving while intoxicated	1,803	1,742	1,546	1,258	1,675	2,143
Following too close	543	467	707	329	322	381
Stop sign	2,763	2,121	3,457	1,877	1,963	1,255
Signal violation	1,261	1,205	1,701	1,107	1,143	731
Fail to yield	798	606	811	415	2,108	345
Careless and imprudent driving	931	622	821	626	506	348
Speeding	21,040	25,810	30,470	25,107	31,908	35,115
Other hazardous moving violations	19,707	4,187	30,692	14,901	6,934	55,872
Seat belt	11,335	9,632	8,042	5,390	7,926	9,890
Child restraint	566	453	419	147	216	175
Other violations	-	23	23,777	15,257	17,228	20,757
Felony arrests	684	696	661	612	456	784
Drug arrests	1,495	1,552	2,235	1,000	776	538
Vehicles recovered	72	52	43	30	25	13
Fugitives apprehended	1,535	2,008	1,711	811	640	591
Suspended/revoked license	5,201	4,276	3,443	2,322	1,801	1,197
Uninsured motorist	13,457	11,225	11,007	6,023	5,680	3,882
Number of checkpoints	29	-	-	-	-	-
Total Number of Stops	65,046	53,816	63,691	30,228	76,073	77,919
Total Hours Worked	50,801	32,320	26,394	19,023	21,488	15,944
Total Violations	126,406	142,755	119,024	78,570	79,122	91,853

This measure shows the citations and warnings written each federal fiscal year by participating law enforcement agencies during mobilization efforts with grants funded through MoDOT with federal highway safety funds. Throughout the year, nine mobilization campaigns are conducted, targeting occupant restraint and impaired driving violations and include campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

NEW DECISION ITEM
RANK: 9 OF 23

Department of Transportation
Division: Safety and Operations
DI Name: Safety and Operations Grant Expansion DI# 1605009

Budget Unit Safety and Operations
HB Section 4.450



Roadside inspections are examinations of commercial motor vehicles (CMVs) and drivers by Motor Carrier Safety Assistance Program (MCSAP) inspectors to ensure they are in compliance with the federal motor carrier safety and hazardous materials regulations. If an inspection results in serious violations, the driver will be issued an out-of-service order. These violations must be corrected before the driver or vehicle can return to service. Missouri has approximately 253 MCSAP inspectors that work in the following state and local agencies: Missouri Department of Transportation, Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA) as submitted in the Commercial Vehicle Safety Plan (CVSP).

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Invest in Missouri's transportation infrastructure to improve safety on Missouri's roads.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SAFETY AND OPERATIONS								
Highway Safety Grants NDI - 1605009								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	3,250,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	3,250,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$3,250,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$3,250,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MO MEDAL OF HONOR TRANSFER								
CORE								
FUND TRANSFERS								
MO MEDAL OF HONOR REC FUND	6,400	0.00	250,000	0.00	250,000	0.00	0	0.00
TOTAL - TRF	6,400	0.00	250,000	0.00	250,000	0.00	0	0.00
TOTAL	6,400	0.00	250,000	0.00	250,000	0.00	0	0.00
GRAND TOTAL	\$6,400	0.00	\$250,000	0.00	\$250,000	0.00	\$0	0.00

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CORE DECISION ITEM

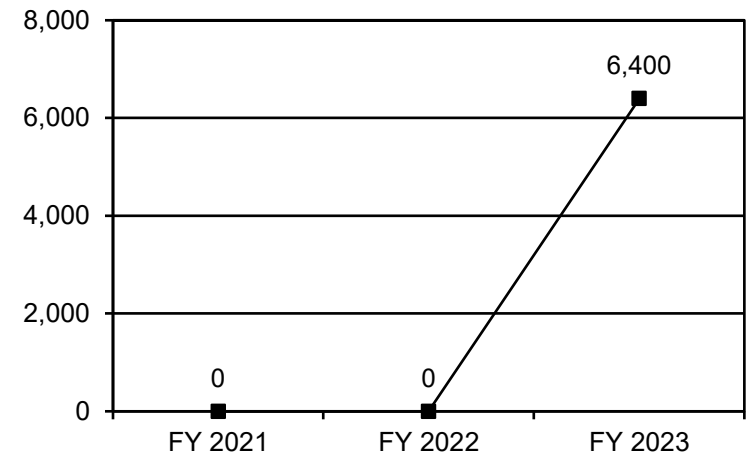
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Department of Transportation					Budget Unit: <u>Program Delivery</u>				
Division: <u>Program Delivery</u>									
Core: <u>State Road Fund Medal of Honor Transfer</u>					HB Section: <u>4.455</u>				
1. CORE FINANCIAL SUMMARY									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	250,000	250,000	TRF	0	0	0	0
Total	0	0	250,000	250,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: Missouri Medal of Honor Recipients Fund (0401)					Other Funds:				
2. CORE DESCRIPTION									
MoDOT requests funds be transferred from the Missouri Medal of Honor Recipients Fund (0401) to the State Road Fund (0320) pursuant to Senate Bill 258, effective August 28, 2021. These funds are authorized for the erection, maintenance and repair of memorial designated highway signs for Medal of Honor recipients.									
3. PROGRAM LISTING (list programs included in this core funding)									
This section is not applicable.									

Department of Transportation

Budget Unit: Program DeliveryDivision: Program DeliveryCore: State Road Fund Medal of Honor TransferHB Section: 4.455**4. FINANCIAL HISTORY**

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	0	0	250,000	250,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	0	0	250,000	N/A
Actual Expenditures (All Funds)	0	0	6,400	N/A
Unexpended (All Funds)	0	0	243,600	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	243,600	N/A

Actual Expenditures (All Funds)

*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

MO MEDAL OF HONOR TRANSFER

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	0	0	250,000	250,000	
	Total	0.00	0	0	250,000	250,000	
DEPARTMENT CORE REQUEST							
	TRF	0.00	0	0	250,000	250,000	
	Total	0.00	0	0	250,000	250,000	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	0	0	250,000	250,000	
	Total	0.00	0	0	250,000	250,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MO MEDAL OF HONOR TRANSFER								
CORE								
TRANSFERS OUT	6,400	0.00	250,000	0.00	250,000	0.00	0	0.00
TOTAL - TRF	6,400	0.00	250,000	0.00	250,000	0.00	0	0.00
GRAND TOTAL	\$6,400	0.00	\$250,000	0.00	\$250,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$6,400	0.00	\$250,000	0.00	\$250,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.455

Program Name: State Road Fund Medal of Honor Transfer

Program is found in the following core budget(s): Program Delivery

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

Annual donations to the Missouri Medal of Honor Recipients Fund (0401) are transferred to the State Road Fund (0320) for the erection, maintenance and repair of memorial designated highway signs for Medal of Honor recipients.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

PROGRAM DESCRIPTION

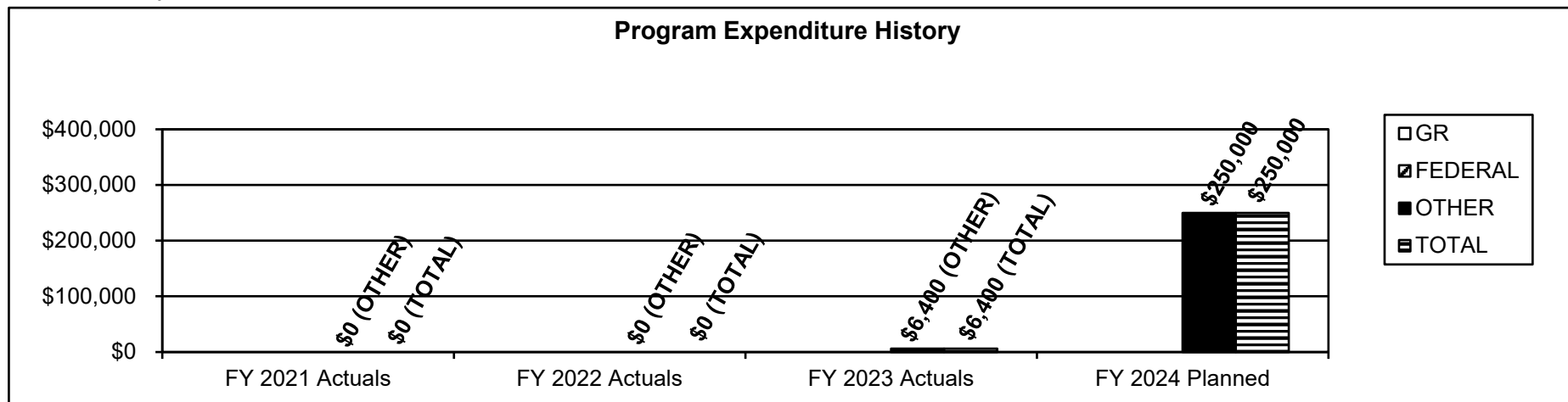
Department of Transportation

HB Section: 4.455

Program Name: State Road Fund Medal of Honor Transfer

Program is found in the following core budget(s): Program Delivery

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

Missouri Medal of Honor Recipients Fund (0401)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution and Section 226.200.6, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FLEET,FACILITIES&INFO SYSTEMS								
CORE								
PERSONAL SERVICES								
STATE ROAD	11,756,882	197.88	14,286,083	272.25	14,286,083	272.25	0	0.00
TOTAL - PS	11,756,882	197.88	14,286,083	272.25	14,286,083	272.25	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	79,188,749	0.00	104,704,561	0.00	98,654,561	0.00	0	0.00
TOTAL - EE	79,188,749	0.00	104,704,561	0.00	98,654,561	0.00	0	0.00
PROGRAM-SPECIFIC								
STATE ROAD	0	0.00	1,052,106	0.00	1,052,106	0.00	0	0.00
TOTAL - PD	0	0.00	1,052,106	0.00	1,052,106	0.00	0	0.00
TOTAL	90,945,631	197.88	120,042,750	272.25	113,992,750	272.25	0	0.00
State Road Fund Increases - 1605099								
PERSONAL SERVICES								
STATE ROAD	0	0.00	0	0.00	477,620	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	477,620	0.00	0	0.00
EXPENSE & EQUIPMENT								
STATE ROAD	0	0.00	0	0.00	8,750,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	8,750,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	9,227,620	0.00	0	0.00
GRAND TOTAL	\$90,945,631	197.88	\$120,042,750	272.25	\$123,220,370	272.25	\$0	0.00

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COMMISSION APPROVED ITEM

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Department of Transportation
 Division: Fleet, Facilities & Info Systems
 Core: Fleet, Facilities & Info Systems

Budget Unit: Fleet, Facilities & Info SystemsHB Section: 4.460**1. CORE FINANCIAL SUMMARY**

FY 2025 Commission Approved Budget				
	GR	Federal	Other	Total
PS	0	0	14,286,083	14,286,083
EE	0	0	98,654,561	98,654,561
PSD	0	0	1,052,106	1,052,106
TRF	0	0	0	0
Total	0	0	113,992,750	113,992,750
FTE	0.00	0.00	272.25	272.25
HB 4	0	0	10,308,486	10,308,486
HB 5	0	0	1,098,600	1,098,600

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Road Fund (0320)

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

This appropriation covers the costs associated with fleet, facilities and information systems.

MoDOT has a large and diverse fleet made up of 5,019 units statewide. The average age of all fleet and equipment is approximately nine years and the target is six years. The target is based on one half of the expected useful life of the equipment. Fleet includes everything from passenger cars and pickups to dump trucks, motor graders and oil distributors.

MoDOT maintains 206 locations statewide for safety and operations, program delivery and administration. Routine operating costs include utilities, minor repairs, cleaning, asset management and capital improvement programs.

MoDOT also maintains a large investment in information technology such as computer equipment and software which is essential to carry out normal day-to-day operations. Installed information technology components require routine maintenance to stay operational and eventual replacement is necessary to ensure adequate performance. Software applications all require routine maintenance and, as needed, enhancements to improve functionality or to perform additional tasks needed to conduct business.

3. PROGRAM LISTING (list programs included in this core funding)

Fleet equipment purchases and related support
 Computer system purchases and related support
 Capital improvement program for buildings

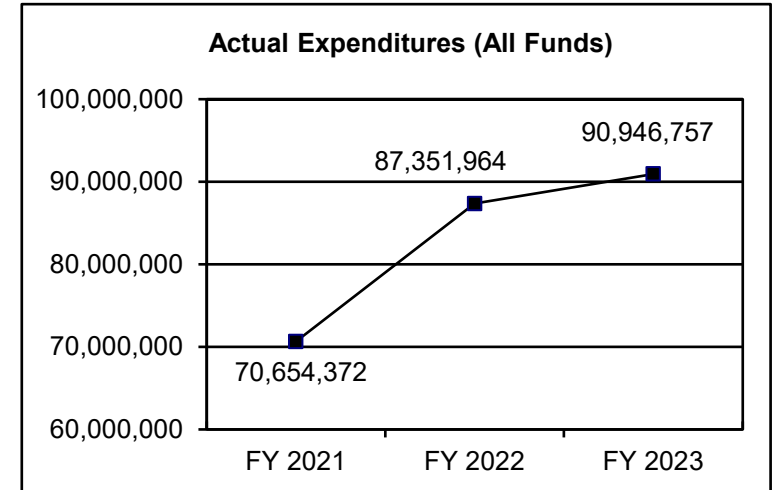
Repair, maintenance, housekeeping and utilities of district and Central
 Office buildings

COMMISSION APPROVED ITEM

Department of Transportation	Budget Unit: Fleet, Facilities & Info Systems
Division: Fleet, Facilities & Info Systems	
Core: Fleet, Facilities & Info Systems	HB Section: 4.460

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	92,083,242	95,490,876	101,440,671	120,042,750
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	92,083,242	95,490,876	101,440,671	N/A
Actual Expenditures (All Funds)	70,654,372	87,351,964	90,946,757	N/A
Unexpended (All Funds)	21,428,870	8,138,912	10,493,914	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	21,428,870	8,138,912	10,493,914	N/A
	(1)	(1)	(1)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

NOTES: (1) The unexpended balance includes funds committed through purchase orders for fleet, capital improvement (CI) projects and information technology services ordered, but not received by the end of the fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Fleet	\$5,711,468	\$4,294,842	\$5,665,620
CI	\$3,972,753	\$550,273	\$397,671
Information Systems	\$639,986	\$909,186	\$2,592,366
	\$10,324,207	\$5,754,300	\$8,655,657

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
FLEET,FACILITIES&INFO SYSTEMS

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PS	272.25	0	0	14,286,083	14,286,083	
		EE	0.00	0	0	104,704,561	104,704,561	
		PD	0.00	0	0	1,052,106	1,052,106	
		Total	272.25	0	0	120,042,750	120,042,750	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#546]	EE	0.00	0	0	(4,200,000)	(4,200,000)	Rest Area Improvements NDI one-time appropriation authority
1x Expenditures	[#547]	EE	0.00	0	0	(1,850,000)	(1,850,000)	Weigh Station Improvements NDI one-time appropriation authority
NET DEPARTMENT CHANGES			0.00	0	0	(6,050,000)	(6,050,000)	
DEPARTMENT CORE								
		PS	272.25	0	0	14,286,083	14,286,083	
		EE	0.00	0	0	98,654,561	98,654,561	
		PD	0.00	0	0	1,052,106	1,052,106	
		Total	272.25	0	0	113,992,750	113,992,750	
GOVERNOR'S RECOMMENDED CORE								
		PS	272.25	0	0	14,286,083	14,286,083	
		EE	0.00	0	0	98,654,561	98,654,561	
		PD	0.00	0	0	1,052,106	1,052,106	
		Total	272.25	0	0	113,992,750	113,992,750	

ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FLEET,FACILITIES&INFO SYSTEMS								
CORE								
SENIOR OFFICE ASSISTANT	0	0.00	33,914	0.00	33,914	0.00	0	0.00
EXECUTIVE ASSISTANT	21,736	0.54	98,941	2.00	98,941	2.00	0	0.00
GENERAL SERVICES TECHNICIAN	0	0.00	114,758	7.00	114,758	7.00	0	0.00
SENIOR GENERAL SERVICES TECHNI	512,779	12.29	526,643	15.00	526,643	15.00	0	0.00
SENIOR SUPPLY AGENT	215,791	4.98	273,253	14.00	273,253	14.00	0	0.00
INFORMATION SYSTEMS TECHNICIAN	35,254	1.00	80,222	2.00	80,222	2.00	0	0.00
INTERMEDIATE IS TECHNICIAN	45,863	1.13	108,780	4.00	108,780	4.00	0	0.00
SENIOR INF SYSTEMS TECHNICIAN	148,158	3.18	247,409	5.00	247,409	5.00	0	0.00
GENERAL LABORER	8,058	0.25	0	0.00	0	0.00	0	0.00
SENIOR MAINTENANCE WORKER	462	0.02	0	0.00	0	0.00	0	0.00
SR FACILITY OPERATIONS CREW WO	335,943	8.08	476,725	16.00	476,725	16.00	0	0.00
FACILITY OPERATIONS SUPERVISOR	466,874	7.81	511,728	9.00	511,728	9.00	0	0.00
FACILITY OPERATIONS SPECIALIST	332,891	7.21	350,190	6.00	350,190	6.00	0	0.00
SENIOR FACILITY OPERATIONS SPE	850,757	16.84	892,717	17.00	892,717	17.00	0	0.00
AIRPLANE PILOT	38,612	0.49	83,579	1.00	83,579	1.00	0	0.00
EQUIP TECH SUPPORT SPECIALIST	134,405	2.00	143,284	2.00	143,284	2.00	0	0.00
SR GENERAL SERVICES SPEC	995,790	16.44	1,046,653	17.00	1,046,653	17.00	0	0.00
GENERAL SERVICES SPEC	184,277	3.73	286,249	6.00	286,249	6.00	0	0.00
INT INFO SYSTEMS TECHNOLOGIST	294,480	5.88	582,696	12.00	582,696	12.00	0	0.00
INF SYSTEMS PROJECT MANAGER	122,190	1.93	207,715	3.00	207,715	3.00	0	0.00
INFORMATION SYSTEMS SUPERVISOR	674,896	7.96	795,054	8.00	795,054	8.00	0	0.00
GENERAL SERVICES MANAGER	452,291	6.03	547,611	7.00	547,611	7.00	0	0.00
SENIOR PROCUREMENT AGENT	414,960	6.92	444,993	7.00	444,993	7.00	0	0.00
INTERMEDIATE PROCUREMENT AGENT	39,560	0.75	109,239	3.00	109,239	3.00	0	0.00
INFO SYS TECHNOLOGY SPECIALIST	84,521	1.00	171,272	2.00	171,272	2.00	0	0.00
PROCUREMENT AGENT	57,853	1.22	50,884	3.00	50,884	3.00	0	0.00
CENTRAL OFFICE GENERAL SERV MG	225,951	3.00	240,717	3.00	240,717	3.00	0	0.00
INTERM GEN SERV SPECIALIST	181,880	3.60	270,414	5.00	270,414	5.00	0	0.00
DIST INFORMATION SYSTM MANAGER	418,857	5.54	401,195	5.00	401,195	5.00	0	0.00
LEAD INFO SYSTEMS TECHNOLOGIST	1,612,096	22.77	1,799,286	29.50	1,799,286	29.50	0	0.00
ASST IS DIRECTOR	22,543	0.21	121,549	1.00	121,549	1.00	0	0.00
INFO SYSTEMS TECHNOLOGIST	464,083	9.58	434,442	11.00	434,442	11.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
FLEET,FACILITIES&INFO SYSTEMS								
CORE								
SR INFO SYSTEMS TECHNOLOGIST	1,719,460	27.73	2,169,580	36.75	2,169,580	36.75	0	0.00
ASST IS DIRECTOR	70,704	0.63	0	0.00	0	0.00	0	0.00
ADMIN PROFESSIONAL - TPT	263,901	3.93	353,946	9.00	353,946	9.00	0	0.00
ADMINISTRATIVE TECHNICIAN-TPT	31,681	0.74	46,475	2.00	46,475	2.00	0	0.00
GENERAL SERVICES DIRECTOR	124,388	1.00	131,985	1.00	131,985	1.00	0	0.00
INFO SYSTEMS DIRECTOR	140,886	1.13	131,985	1.00	131,985	1.00	0	0.00
COMPUTER SCIENCE INTERN	12,051	0.34	0	0.00	0	0.00	0	0.00
TOTAL - PS	11,756,882	197.88	14,286,083	272.25	14,286,083	272.25	0	0.00
TRAVEL, IN-STATE	12,795	0.00	68,684	0.00	68,684	0.00	0	0.00
TRAVEL, OUT-OF-STATE	3,550	0.00	3,624	0.00	3,624	0.00	0	0.00
FUEL & UTILITIES	1,736,681	0.00	1,668,579	0.00	1,668,579	0.00	0	0.00
SUPPLIES	1,919,310	0.00	4,006,396	0.00	4,006,396	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	60,130	0.00	321,401	0.00	321,401	0.00	0	0.00
COMMUNICATION SERV & SUPP	1,499,578	0.00	2,089,485	0.00	2,089,485	0.00	0	0.00
PROFESSIONAL SERVICES	4,294,665	0.00	4,719,450	0.00	5,619,450	0.00	0	0.00
HOUSEKEEPING & JANITORIAL SERV	813,673	0.00	959,699	0.00	959,699	0.00	0	0.00
M&R SERVICES	13,211,546	0.00	11,791,850	0.00	11,791,850	0.00	0	0.00
COMPUTER EQUIPMENT	4,813,006	0.00	9,613,609	0.00	9,613,609	0.00	0	0.00
MOTORIZED EQUIPMENT	39,296,019	0.00	45,504,911	0.00	44,604,911	0.00	0	0.00
OFFICE EQUIPMENT	7,041	0.00	193,772	0.00	193,772	0.00	0	0.00
OTHER EQUIPMENT	199,485	0.00	3,980,167	0.00	3,980,167	0.00	0	0.00
PROPERTY & IMPROVEMENTS	10,140,781	0.00	16,469,146	0.00	10,419,146	0.00	0	0.00
BUILDING LEASE PAYMENTS	61,470	0.00	319,575	0.00	319,575	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	893,155	0.00	1,828,609	0.00	1,828,609	0.00	0	0.00
MISCELLANEOUS EXPENSES	225,864	0.00	1,165,604	0.00	1,165,604	0.00	0	0.00
TOTAL - EE	79,188,749	0.00	104,704,561	0.00	98,654,561	0.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
FLEET,FACILITIES&INFO SYSTEMS								
CORE								
DEBT SERVICE	0	0.00	1,052,106	0.00	1,052,106	0.00	0	0.00
TOTAL - PD	0	0.00	1,052,106	0.00	1,052,106	0.00	0	0.00
GRAND TOTAL	\$90,945,631	197.88	\$120,042,750	272.25	\$113,992,750	272.25	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$90,945,631	197.88	\$120,042,750	272.25	\$113,992,750	272.25		0.00

PROGRAM DESCRIPTION	
Department of Transportation Program Name: Fleet, Facilities & Information Systems Program is found in the following core budget(s): Fleet, Facilities & Info Systems	HB Section: 4.460
<p>1a. What strategic priority does this program address? Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system</p> <p>1b. What does this program do? This program covers the costs associated with fleet, facilities and information systems.</p> <p>This program ensures safe, operable fleet is available to perform services for the public, including snow removal, mowing, road and bridge inspections and striping. MoDOT has a large and diverse fleet made up of 5,019 units statewide. The average age of all fleet and equipment is 8.6 years. Fleet includes everything from passenger cars and pickups to dump trucks, motor graders and oil distributors.</p> <p>This program provides resources to maintain and improve facilities, rest areas, welcome centers and other capital assets statewide. MoDOT maintains 206 locations statewide. This includes expenses such as utilities, minor repairs, cleaning, asset management and capital improvement programs. An asset management program was implemented in fiscal year 2019 to systematically address aging facility assets, including upgrading energy efficient infrastructure.</p> <p>This program also provides resources to maintain a large investment in information technology such as computer equipment and software which is essential to carry out day-to-day operations. Installed information technology components require routine maintenance to stay operational and eventual replacement is necessary to ensure adequate performance. Software applications all require routine maintenance and, as needed, enhancements to improve functionality or to perform additional tasks needed to conduct business.</p>	

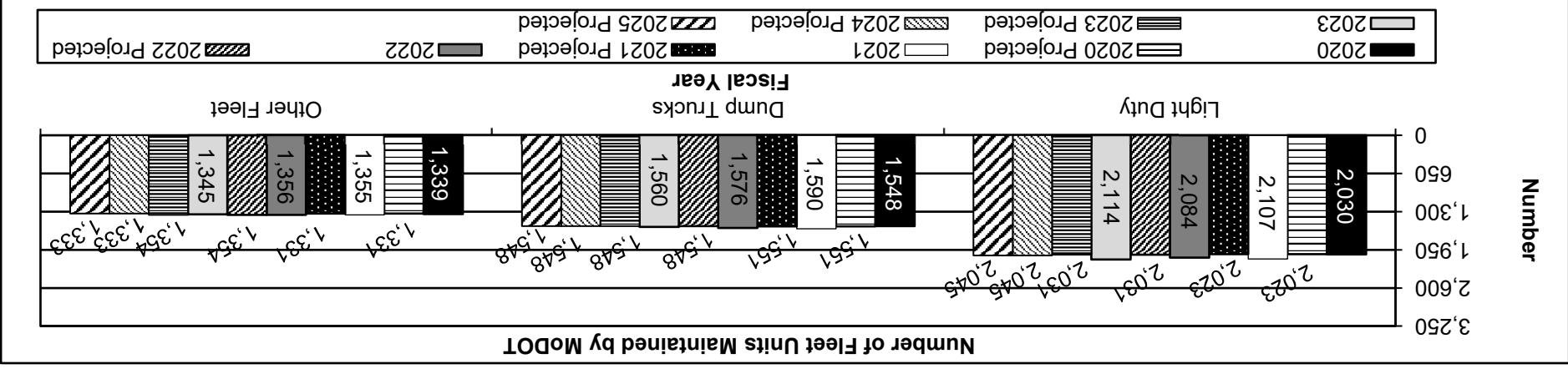
PROGRAM DESCRIPTION

Department of Transportation

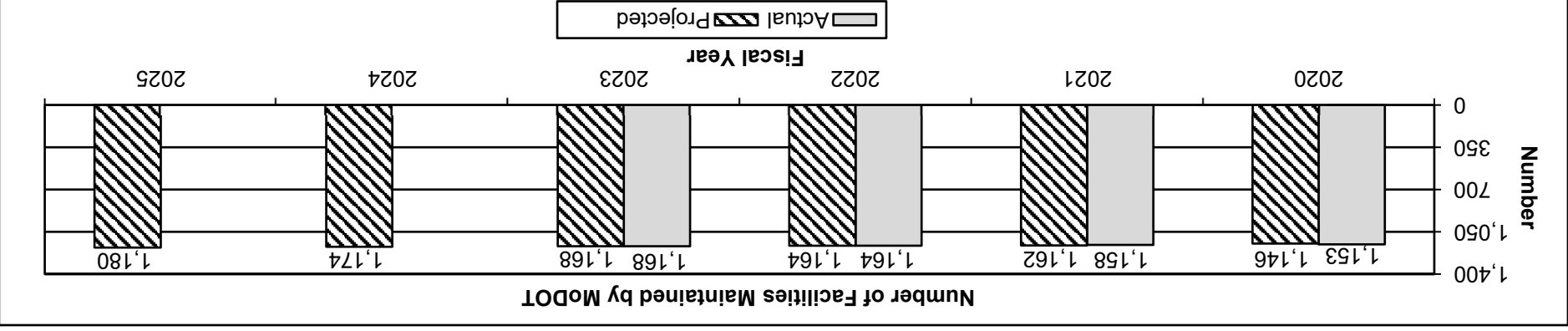
Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems

2a. Provide an activity measure(s) for the program.



Light duty fleet includes cars, pickups, utility trucks, vans and light duty trucks. Dump trucks include single and tandem axle trucks. All other fleet, such as backhoes, loaders, tractors and specialty items are included in other fleet. The projections for fiscal years 2024 and 2025 are set based upon department needs.



MODOT currently maintains 1,168 facilities at 206 locations. A facility refers to an individual building within a location and includes storage buildings. The fiscal year 2024 and 2025 projections are based on planned capital improvement projects from MODOT's facilities system.

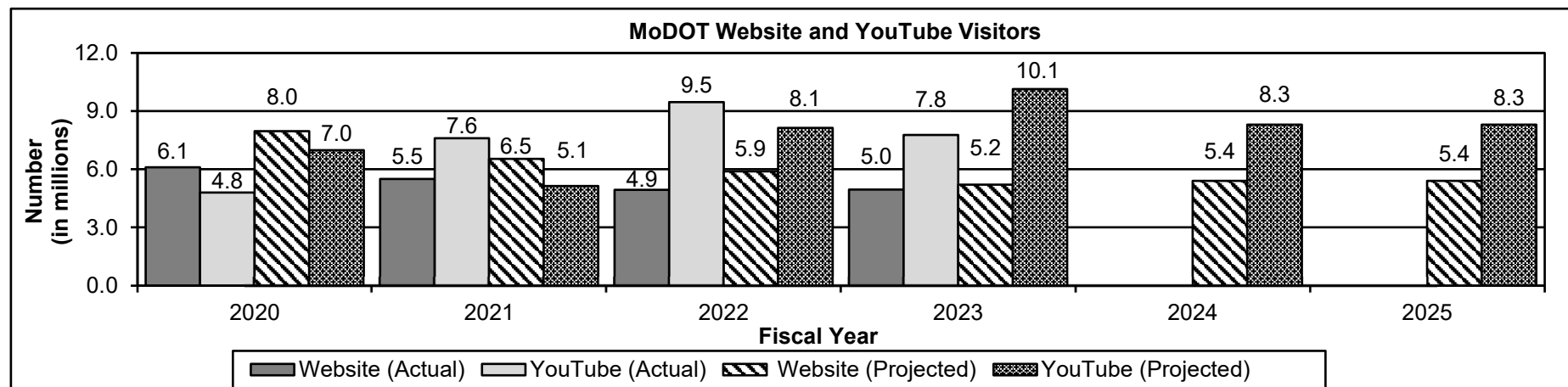
PROGRAM DESCRIPTION

Department of Transportation

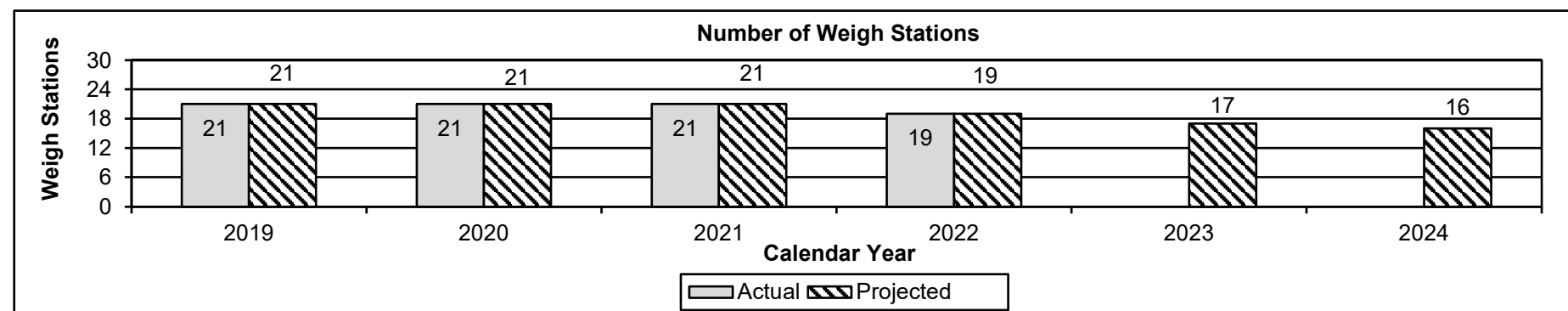
HB Section: 4.460

Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



The projections were established by projecting a seven percent increase from the prior year.



The 2023 projection is based on decommissioning the Westbound Caruthersville weigh station on Route 412/Interstate 155 in Pemiscot County and another site to be determined. The 2024 projection is based on decommissioning the Eastbound St. Clair weigh station and converting it to truck parking upon demolition.

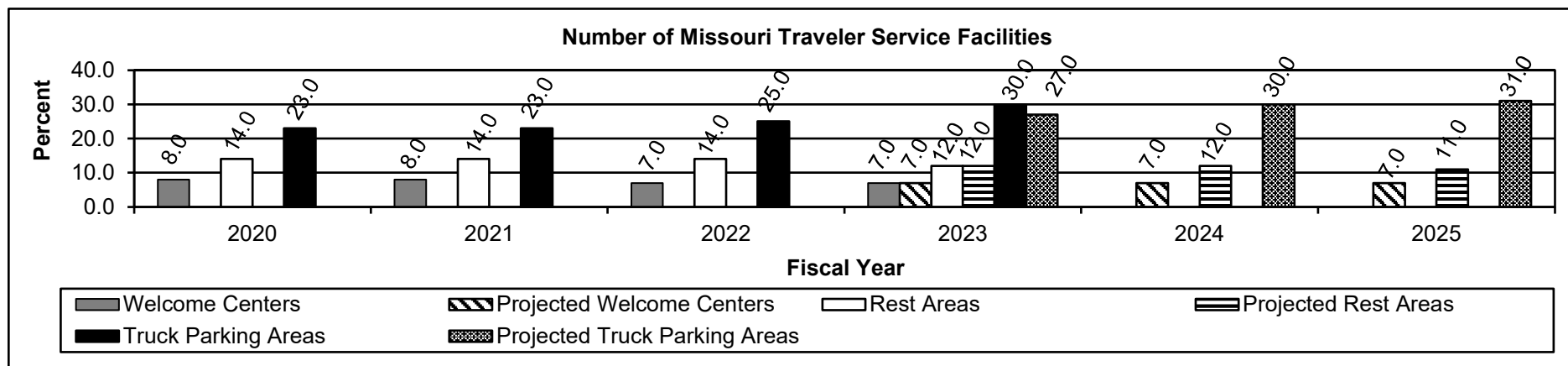
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.460

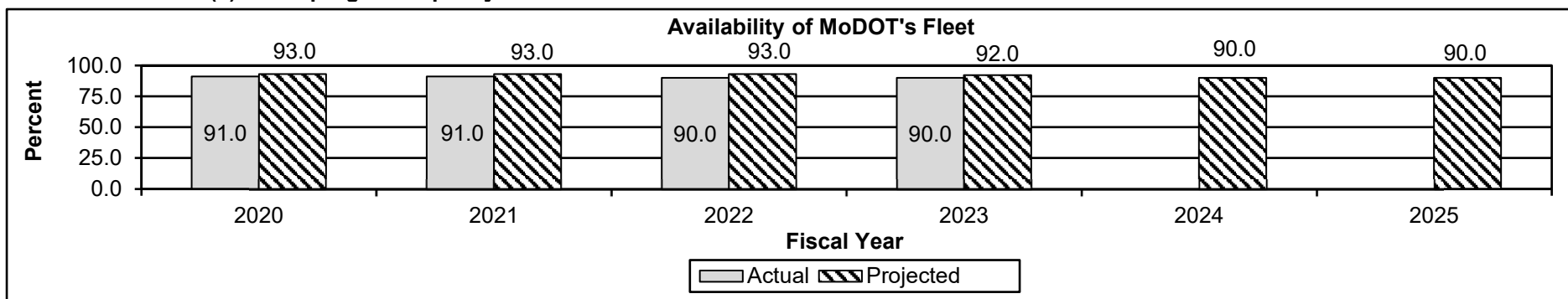
Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



The 2024 and 2025 projections are based on the number of facilities expected to be open each fiscal year.

2b. Provide a measure(s) of the program's quality.



This measure shows the percentage of time MoDOT's fleet was available for use. Availability percentages are calculated by dividing a total number of hours fleet units are available by the total number of hours the units should be available during a given year. A unit is considered to be available as long as the unit can be safely operated. The 2024 and 2025 projections are based upon the department's goal to have 90 percent of fleet available.

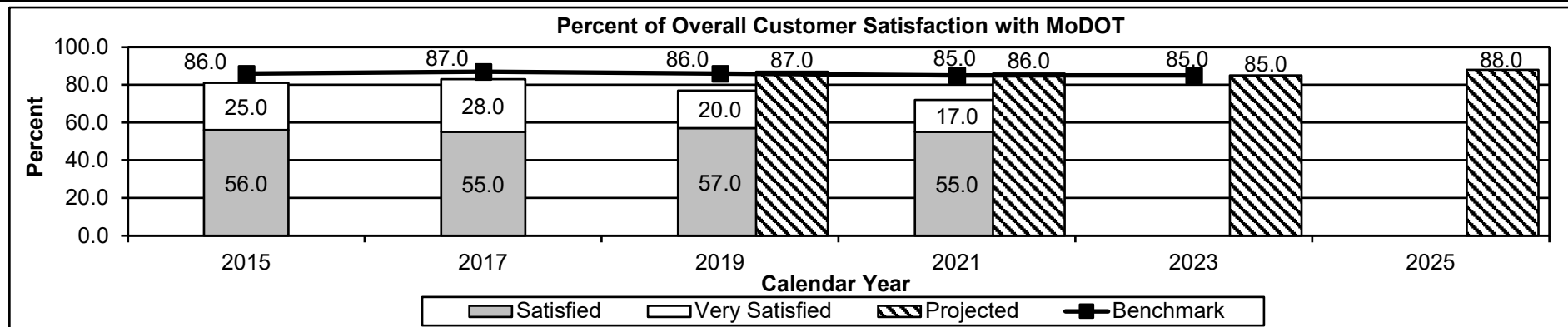
PROGRAM DESCRIPTION

Department of Transportation

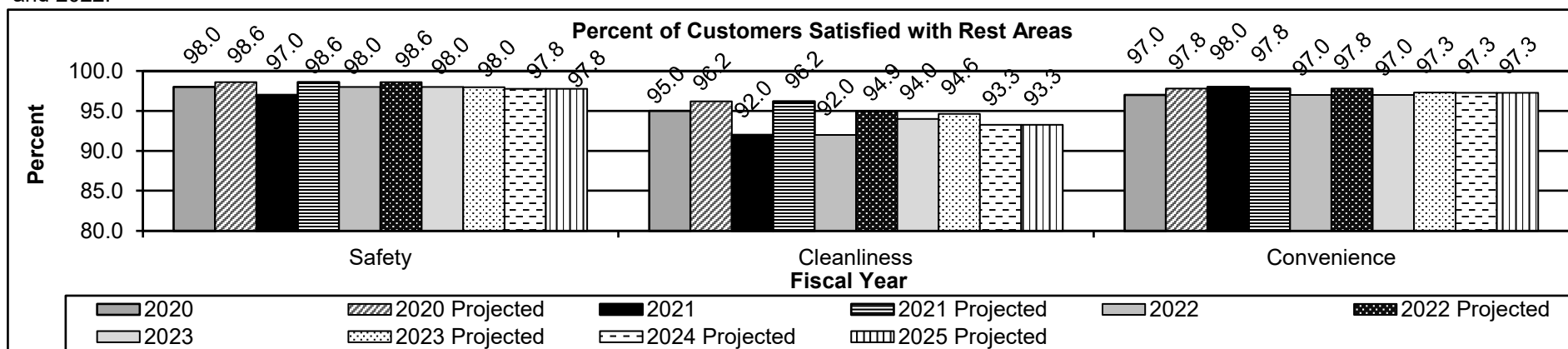
HB Section: 4.460

Program Name: **Fleet, Facilities & Information Systems**

Program is found in the following core budget(s): **Fleet, Facilities & Info Systems**



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.



This survey is conducted by external sources. MoDOT receives feedback from survey cards offered at all rest areas. In fiscal year 2023, MoDOT received 2,431 surveys. The survey card has a variety of questions, with three of the questions specifically targeting the convenience, cleanliness and safety of the rest areas. The 2024 and 2025 projections were established by averaging the percent of satisfied customers in each category for the last four fiscal years.

PROGRAM DESCRIPTION

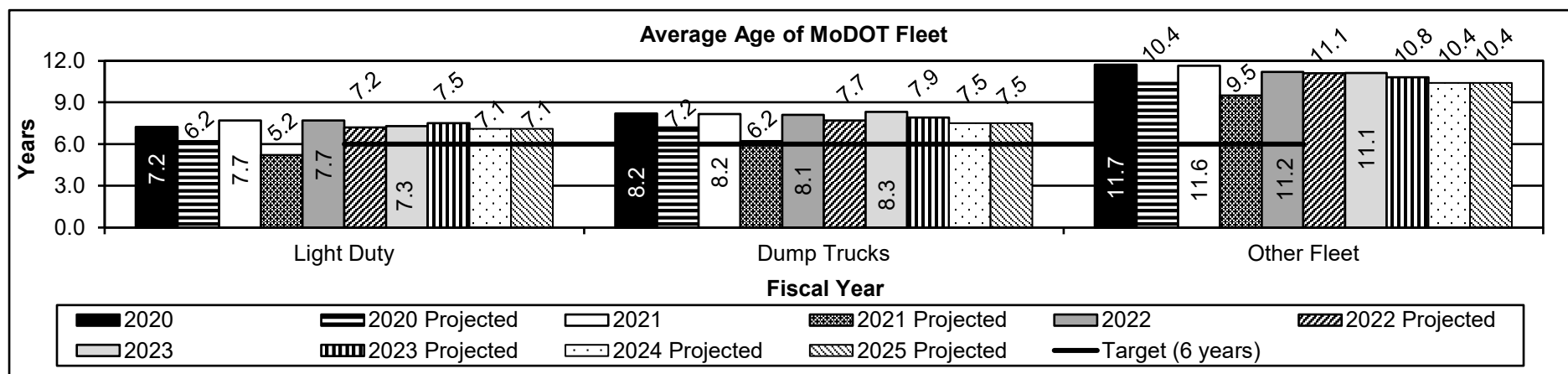
Department of Transportation

HB Section: 4.460

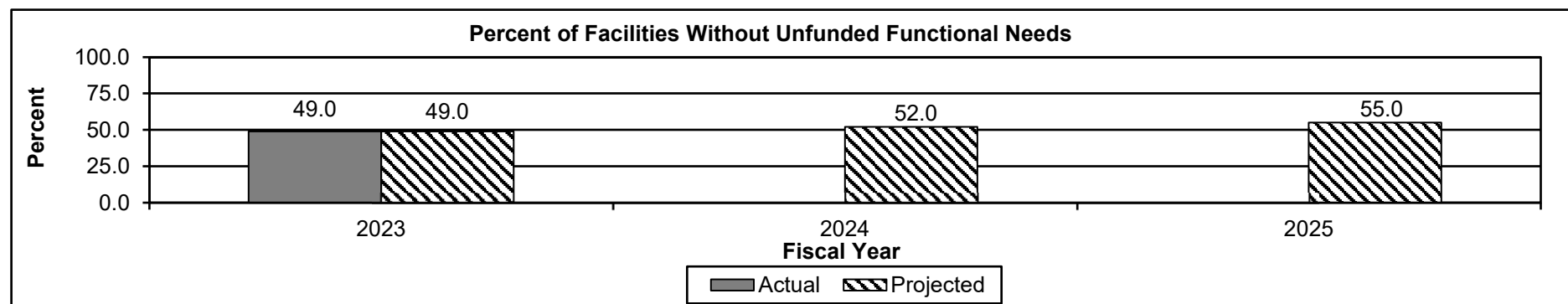
Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems

2c. Provide a measure(s) of the program's impact.



Light duty fleet includes cars, pickups, utility trucks, vans and light duty trucks. Dump trucks include single and tandem axle trucks. All other fleet, such as backhoes, loaders, tractors and specialty items are included in other fleet. The 2024 and 2025 projections are based on expected fleet budgets for each fleet type. The target is for the average age of all MoDOT fleet to be seven years or less.



In 2023, MoDOT facilities were evaluated to determine unfunded functional needs for each site. Functional needs mostly include things like: garage bays to allow mechanics to safely maintain department fleet; sufficient number of bathrooms for number of employees assigned to location; break rooms with sufficient space for number of employees assigned to location; and sufficient cold storage for materials and equipment. The projections are based on anticipated improvements based on available funding.

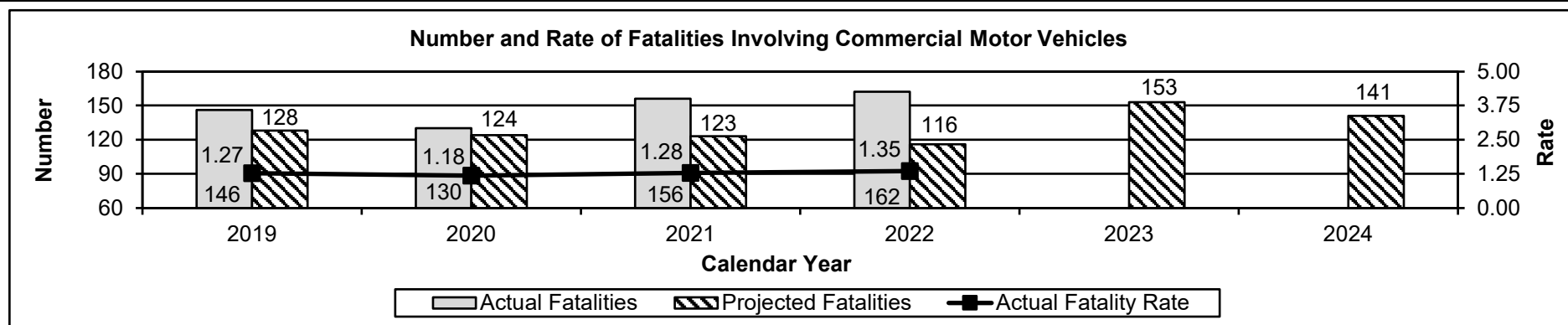
PROGRAM DESCRIPTION

Department of Transportation

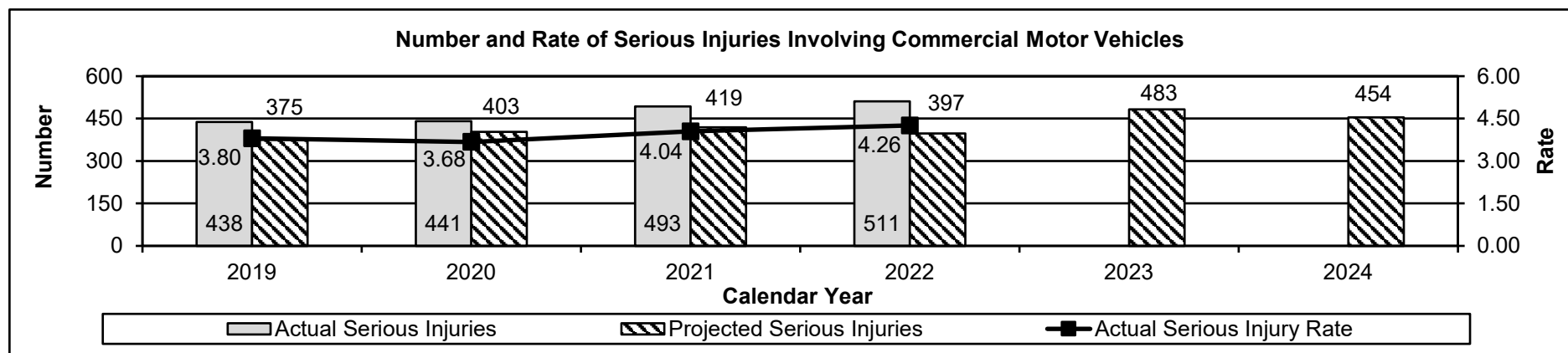
HB Section: 4.460

Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



The crash rate shows the annual fatality rate per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2022 was calculated by dividing 162 fatalities by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.



The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2022 was calculated by dividing 511 serious injuries by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero serious injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

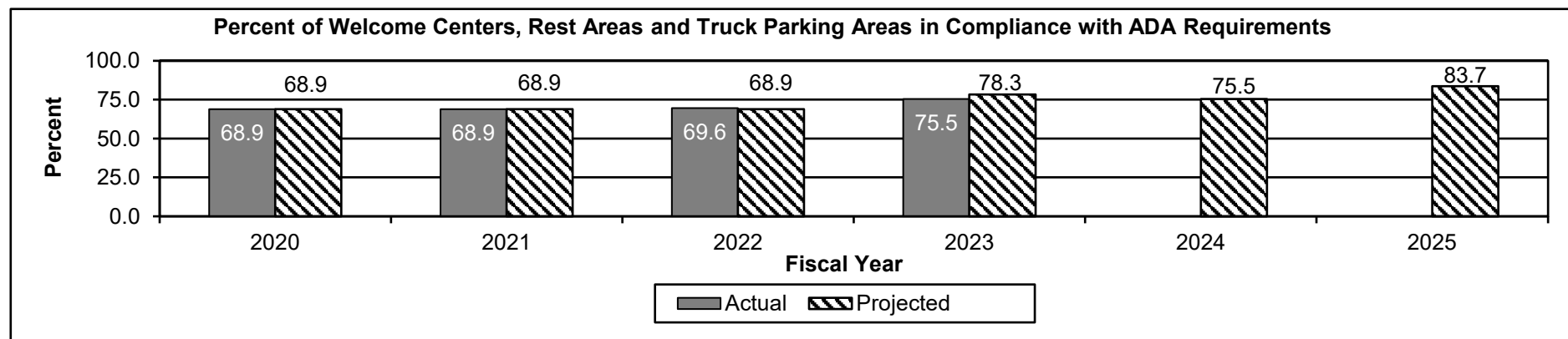
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.460

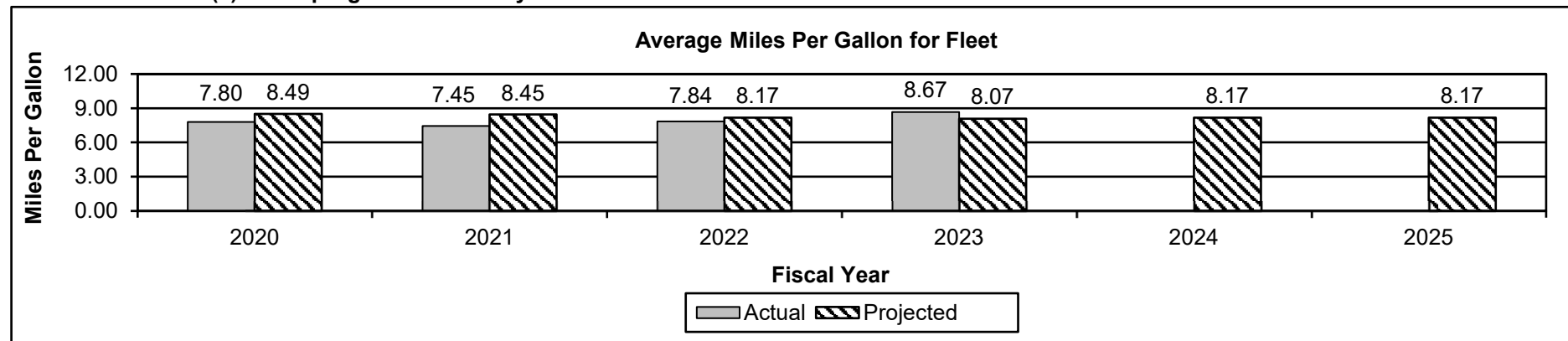
Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



MoDOT welcome centers and truck parking areas are compliant with ADA requirements. MoDOT's rest areas are being evaluated for ADA compliance needs. The 2024 and 2025 projections are based on the appropriation to make improvements at rest areas.

2d. Provide a measure(s) of the program's efficiency.



The projections were established by averaging the last five years and projecting a three percent improvement.

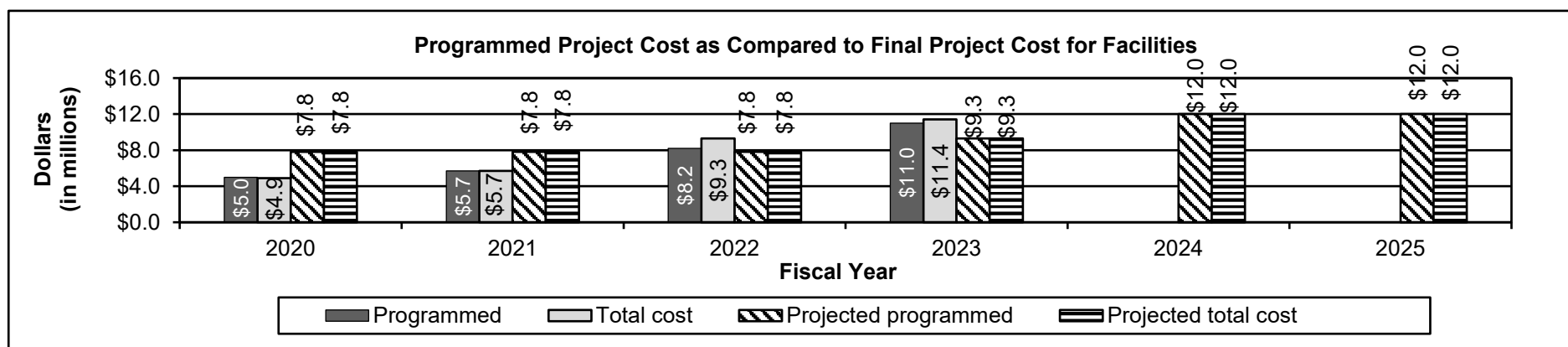
PROGRAM DESCRIPTION

Department of Transportation

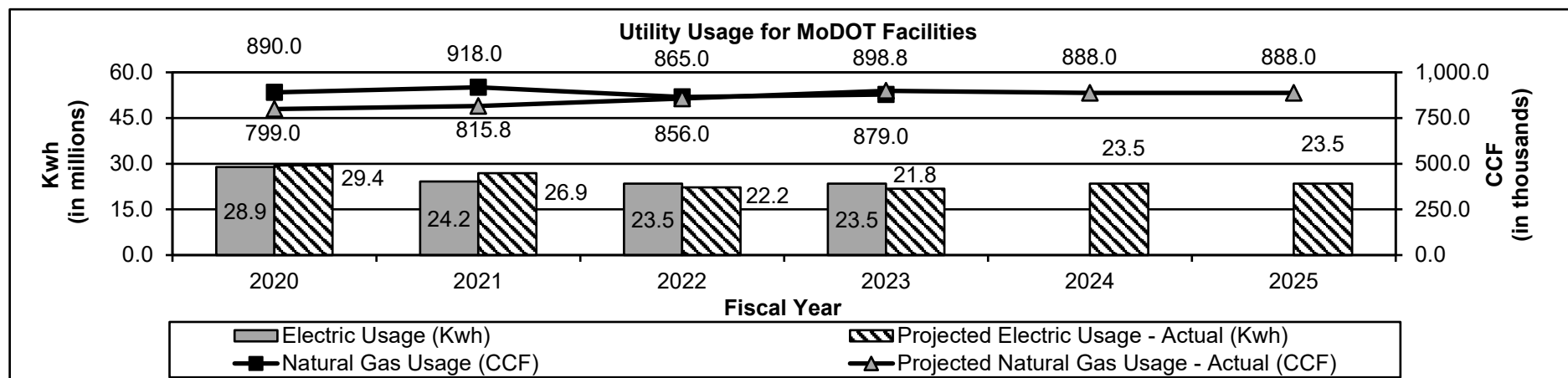
HB Section: 4.460

Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



This measure determines how close total project completion costs are to the programmed or budgeted costs for capital asset preservation and capital improvement projects. The projections are based on the department's current capital improvement project budget as of July 1, 2023.



Kwh = kilowatt hour CCF = 100 cubic feet

This measure tracks utility usage for department facilities, excluding roadways, to capture the impact of energy efficiency improvements in buildings and operations. The projections for electric usage were set at the current level of usage in 2023. The projections for natural gas usage were established by averaging the actual usage for the last four fiscal years.

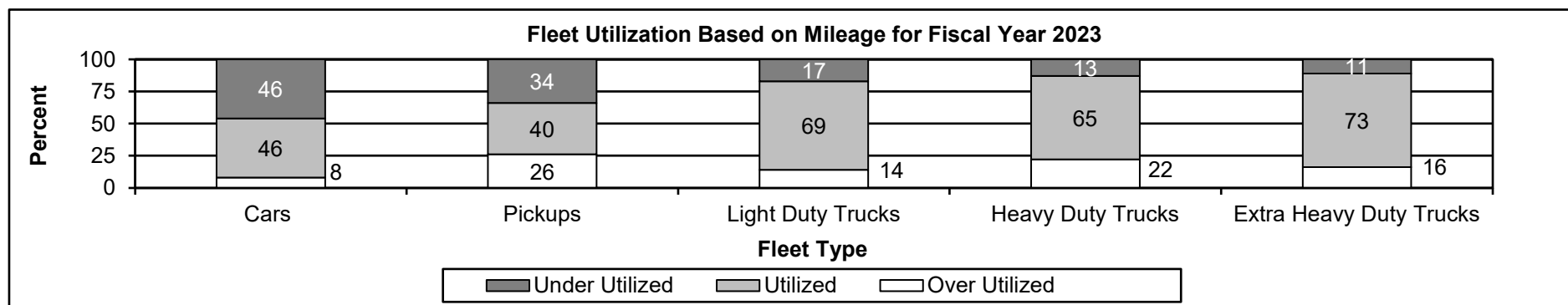
PROGRAM DESCRIPTION

Department of Transportation

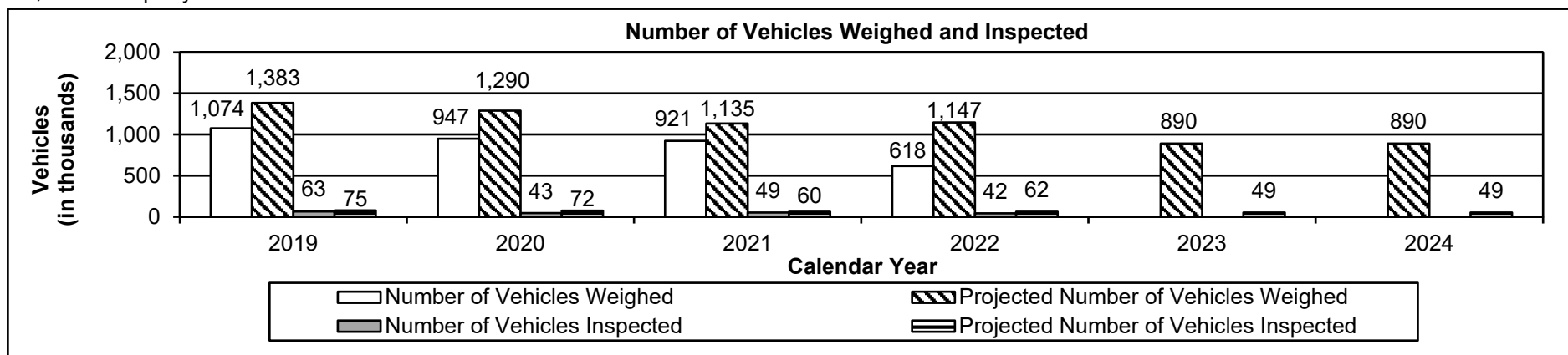
HB Section: 4.460

Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



The chart provides the fleet utilization based on annual mileage thresholds and miles driven. For example, a passenger car has a threshold of 15,000 miles per year. A passenger car is considered under utilized when used less than 11,250 miles per year. A passenger car is considered over utilized when used more than 18,750 miles per year.



Two weigh stations were decommissioned in 2022, reducing the number of weigh stations to 19. The number of vehicles weighed and inspected annually has consistently fallen below projections and is likely to continue doing so. Much of this decline is due to ongoing improvement projects and historically high staffing vacancies resulting in long term facility closures. The 2023 and 2024 projections are based on the average number of vehicles weighed and inspected for the previous four years of performance data.

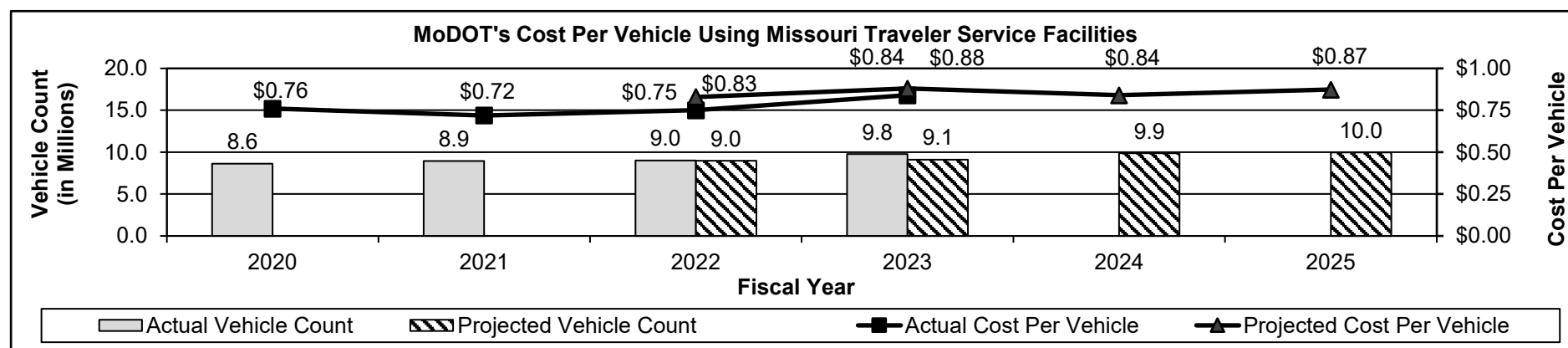
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.460

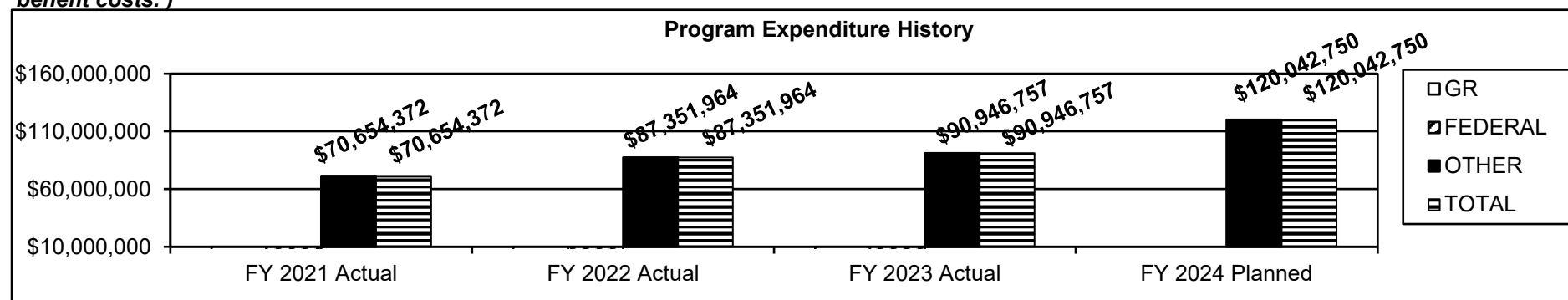
Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems



The fiscal year 2024 and 2025 projections are based on future maintenance costs from MoDOT's current contract and a one percent increase in annual traffic counts.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.460

Program Name: Fleet, Facilities & Information Systems

Program is found in the following core budget(s): Fleet, Facilities & Info Systems

4. What are the sources of the "Other" funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution and 226.220, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
MOTOR CARRIER REFUNDS									
CORE									
PROGRAM-SPECIFIC									
STATE HWYS AND TRANS DEPT	25,030,847	0.00	26,000,000	0.00	26,000,000	0.00	0	0.00	
TOTAL - PD	25,030,847	0.00	26,000,000	0.00	26,000,000	0.00	0	0.00	
TOTAL	25,030,847	0.00	26,000,000	0.00	26,000,000	0.00	0	0.00	
MCR Motor Fuel Tax Refunds NDI - 1605023									
PROGRAM-SPECIFIC									
STATE HWYS AND TRANS DEPT	0	0.00	0	0.00	15,000,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	15,000,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	15,000,000	0.00	0	0.00	
GRAND TOTAL	\$25,030,847	0.00	\$26,000,000	0.00	\$41,000,000	0.00	\$0	0.00	

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CORE DECISION ITEM

Department of Transportation					Budget Unit: <u>Refunds</u>																																																																										
Division: Refunds					HB Section: <u>4.465</u>																																																																										
Core: Refunds																																																																															
1. CORE FINANCIAL SUMMARY																																																																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2025 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>EE</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>PSD</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">26,000,000</td> <td style="text-align: right;">26,000,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">26,000,000</td> <td style="text-align: right;">26,000,000</td> </tr> </tbody> </table>						FY 2025 Budget Request					GR	Federal	Other	Total	PS	0	0	0	0	EE	0	0	0	0	PSD	0	0	26,000,000	26,000,000	TRF	0	0	0	0	Total	0	0	26,000,000	26,000,000	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2025 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>EE</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>PSD</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>TRF</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>						FY 2025 Governor's Recommendation					GR	Federal	Other	Total	PS	0	0	0	0	EE	0	0	0	0	PSD	0	0	0	0	TRF	0	0	0	0	Total	0	0	0	0
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3. PROGRAM LISTING (list programs included in this core funding)																																																																															
This section is not applicable.																																																																															

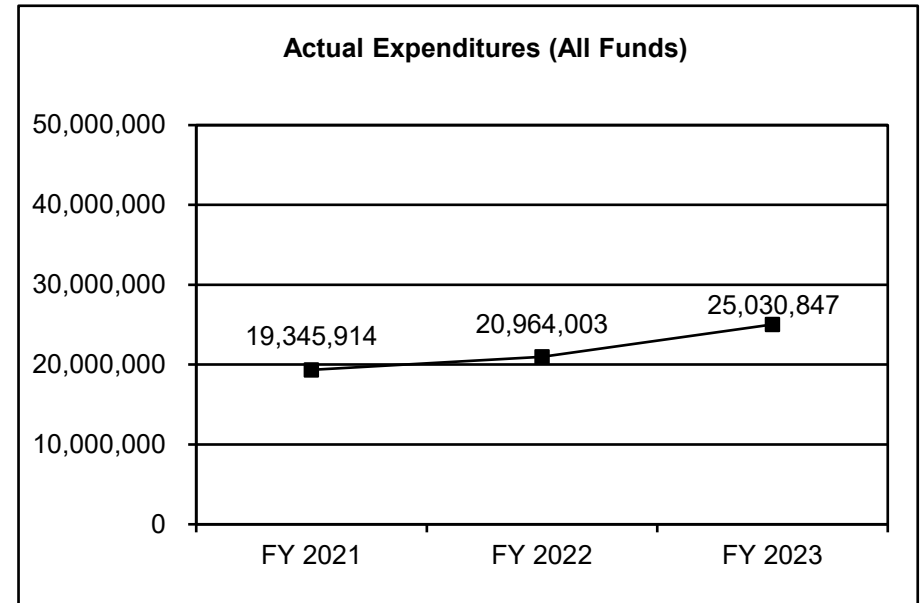
CORE DECISION ITEM

Department of Transportation

Budget Unit: RefundsDivision: RefundsCore: RefundsHB Section: 4.465

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	26,000,000	26,000,000	26,000,000	26,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	26,000,000	26,000,000	26,000,000	N/A
Actual Expenditures (All Funds)	19,345,914	20,964,003	25,030,847	N/A
Unexpended (All Funds)	6,654,086	5,035,997	969,153	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	6,654,086	5,035,997	969,153	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**MOTOR CARRIER REFUNDS**

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	26,000,000	26,000,000	
	Total	0.00	0	0	26,000,000	26,000,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	0	0	26,000,000	26,000,000	
	Total	0.00	0	0	26,000,000	26,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	26,000,000	26,000,000	
	Total	0.00	0	0	26,000,000	26,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MOTOR CARRIER REFUNDS								
CORE								
REFUNDS	25,030,847	0.00	26,000,000	0.00	26,000,000	0.00	0	0.00
TOTAL - PD	25,030,847	0.00	26,000,000	0.00	26,000,000	0.00	0	0.00
GRAND TOTAL	\$25,030,847	0.00	\$26,000,000	0.00	\$26,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$25,030,847	0.00	\$26,000,000	0.00	\$26,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.465

Program Name: Refunds

Program is found in the following core budget(s): Refunds

1a. What strategic priority does this program address?

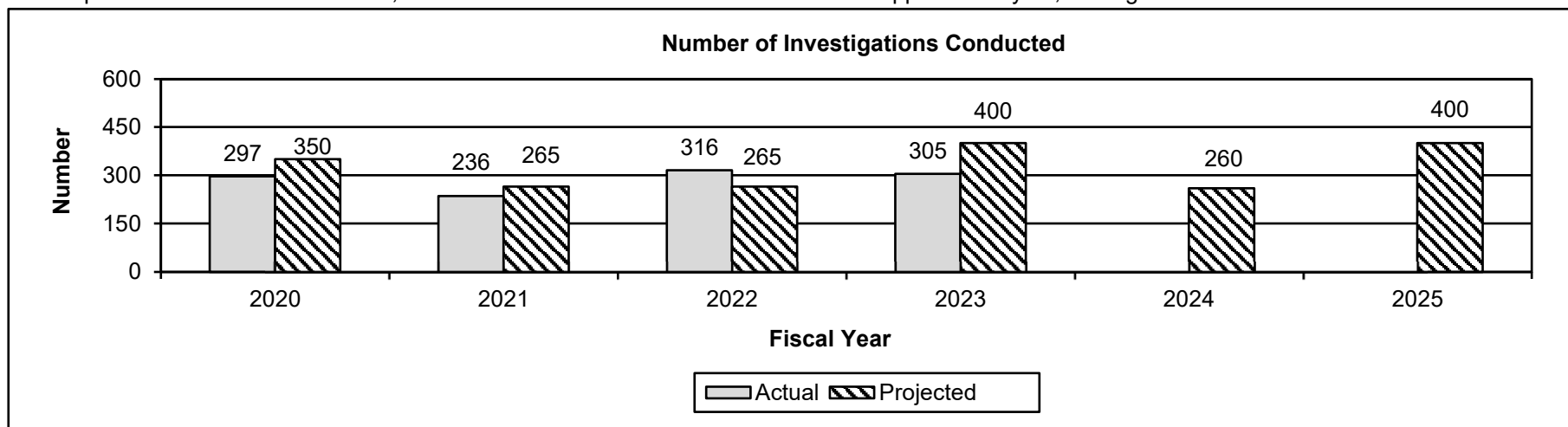
Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This appropriation allows MoDOT to issue refunds for taxes or fees to motor carriers as required by section 226.220, RSMo that was deposited into the State Highway and Transportation Department Fund.

2a. Provide an activity measure(s) for the program.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.



An investigation is an examination of motor carrier operations, such as a driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

PROGRAM DESCRIPTION

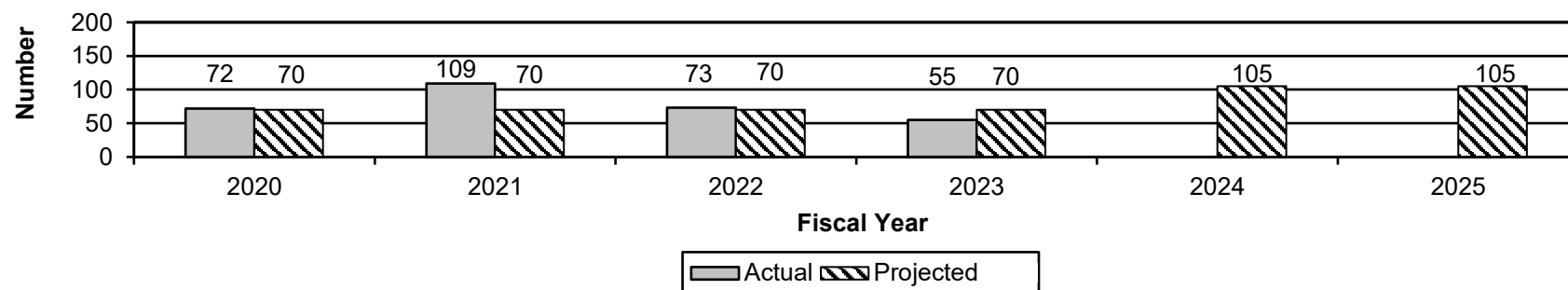
Department of Transportation

HB Section: 4.465

Program Name: Refunds

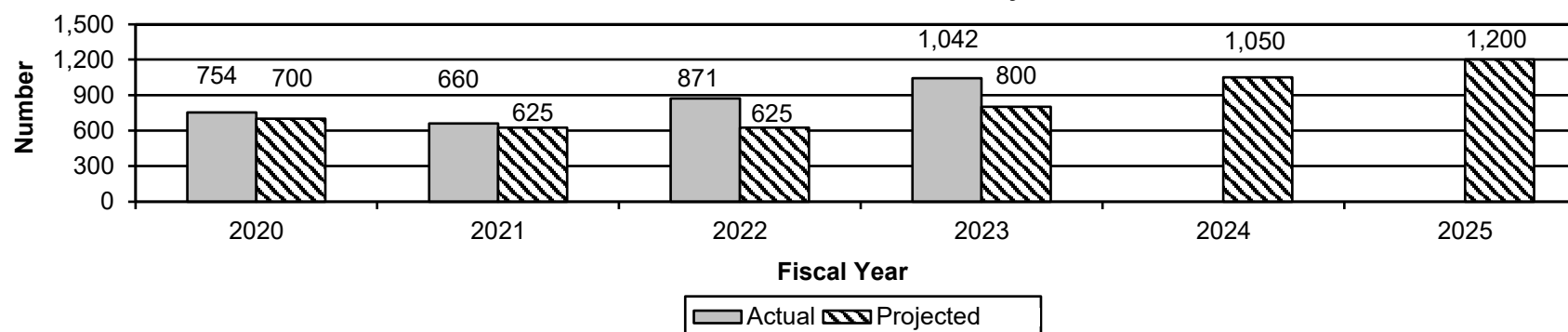
Program is found in the following core budget(s): Refunds

Number of Motor Carrier State Safety Audits Conducted



A state safety audit is an educational contact and examination of the motor carrier operators who apply for intrastate authority from MoDOT Motor Carrier Services. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

Number of Motor Carrier New Entrant Safety Audits Conducted



A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

PROGRAM DESCRIPTION

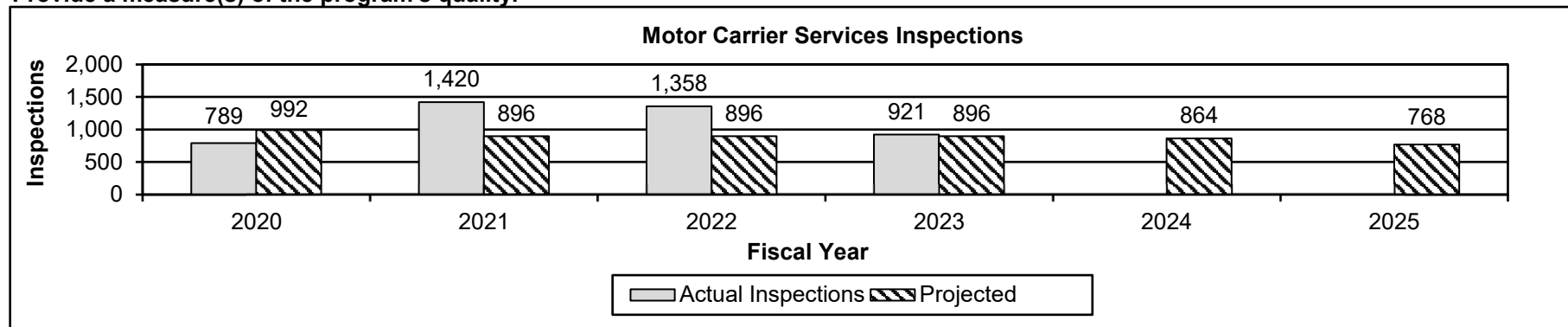
Department of Transportation

HB Section: 4.465

Program Name: Refunds

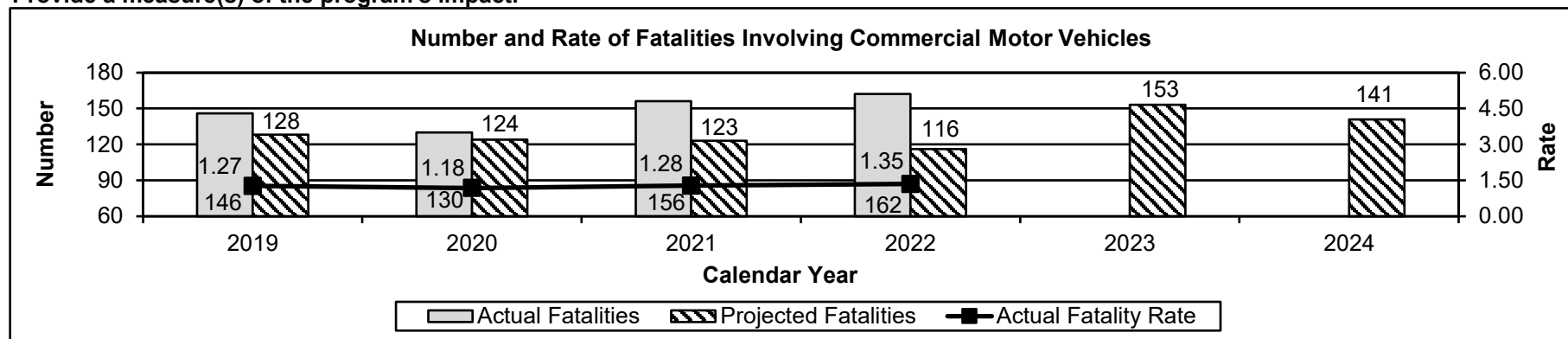
Program is found in the following core budget(s): Refunds

2b. Provide a measure(s) of the program's quality.



This chart shows the number of Motor Carrier Service (MCS) inspections conducted by MoDOT MCS. The projections are based on the current number of MCS investigators and the number of investigations required to maintain certification. Fiscal year 2020 is lower than projected due to delays caused by the COVID-19 pandemic.

2c. Provide a measure(s) of the program's impact.



The crash rate shows the annual fatality rate per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2022 was calculated by dividing 162 fatalities by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

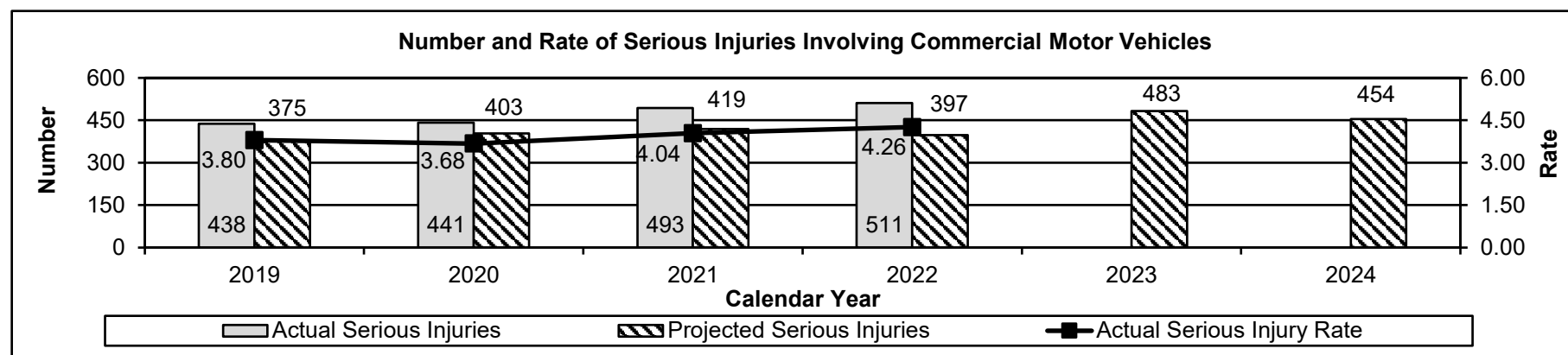
PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.465

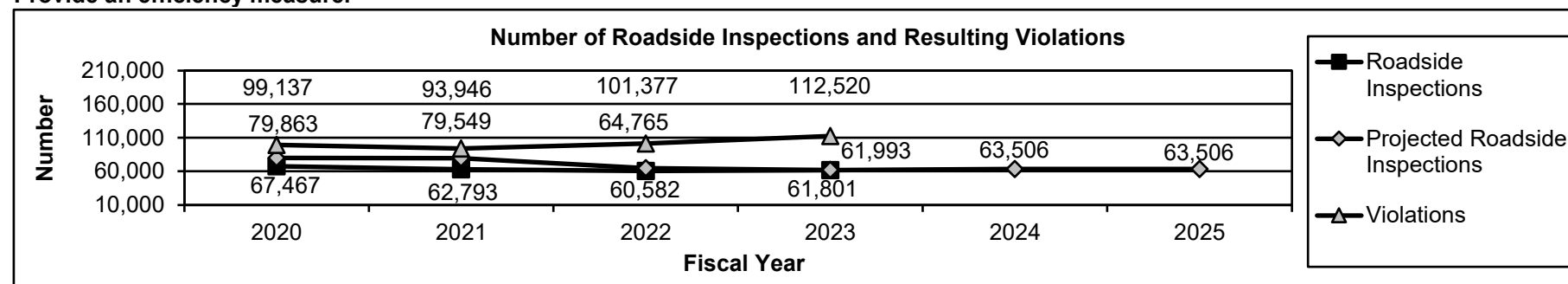
Program Name: Refunds

Program is found in the following core budget(s): Refunds



The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2022 was calculated by dividing 511 serious injuries by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero serious injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

2d. Provide an efficiency measure.



Roadside inspections are examinations of commercial motor vehicles (CMVs) and drivers by Motor Carrier Safety Assistance Program (MCSAP) inspectors to ensure they are in compliance with the federal motor carrier safety and hazardous materials regulations. If an inspection results in serious violations, the driver will be issued an out-of-service order. These violations must be corrected before the driver or vehicle can return to service. Missouri has approximately 253 MCSAP inspectors that work in the following state and local agencies: Missouri Department of Transportation, Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA) as submitted in the Commercial Vehicle Safety Plan (CVSP).

PROGRAM DESCRIPTION

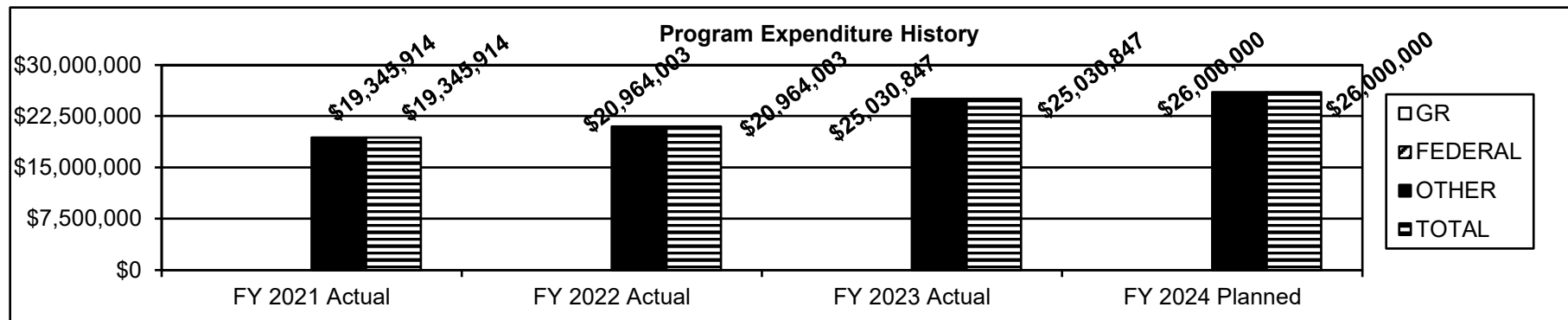
Department of Transportation

HB Section: 4.465

Program Name: Refunds

Program is found in the following core budget(s): Refunds

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Highways & Transportation Department Fund (0644)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Section 226.220, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

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NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation	Budget Unit	Refunds
Division: Refunds		
DI Name: Refunds Expansion	DI# 1605023	HB Section 4.465

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	15,000,000	15,000,000
TRF	0	0	0	0
Total	0	0	15,000,000	15,000,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Highways & Transportation Department Fund (0644)
 Non-Counts:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
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Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:
 Non-Counts:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other:	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This appropriation allows MoDOT to issue refunds for taxes or fees to motor carriers as required by Section 226.220, RSMo that was deposited into the State Highway and Transportation Department Fund. This expansion item is needed due to increase in the motor fuel tax rate.

NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation	Budget Unit	Refunds
Division: Refunds		
DI Name: Refunds Expansion	DI# 1605023	HB Section 4.465

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This appropriation allows MoDOT to issue refunds for taxes or fees to motor carriers as required by Section 226.220, RSMo that was deposited into the State Highway and Transportation Department Fund. This expansion item is needed due to increase in the motor fuel tax rate.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Refunds	0	0.0	0	0.0	15,000,000	0.0	15,000,000	0.0	0
Total PSD	0	0.0	0	0.0	15,000,000	0.0	15,000,000	0.0	0
Grand Total	0	0.0	0	0.0	15,000,000	0.0	15,000,000	0.0	0

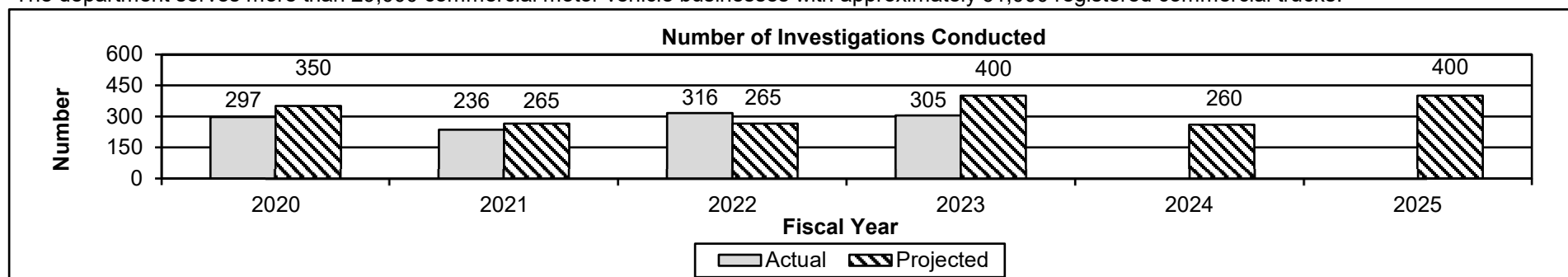
NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation	Budget Unit: Refunds
Division: Refunds	
DI Name: Refunds Expansion	DI# 1605023
	HB Section: 4.465

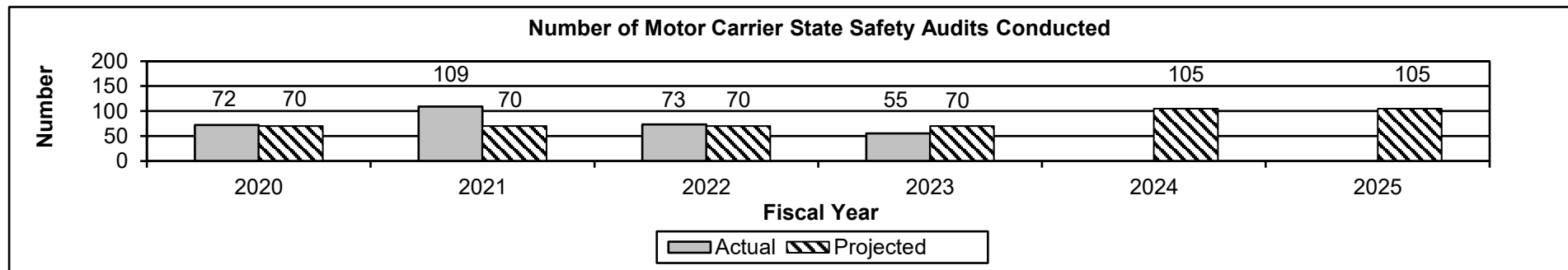
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.



An investigation is an examination of motor carrier operations, such as a driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).



A state safety audit is an educational contact and examination of the motor carrier operators who apply for intrastate authority from MoDOT Motor Carrier Services. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation

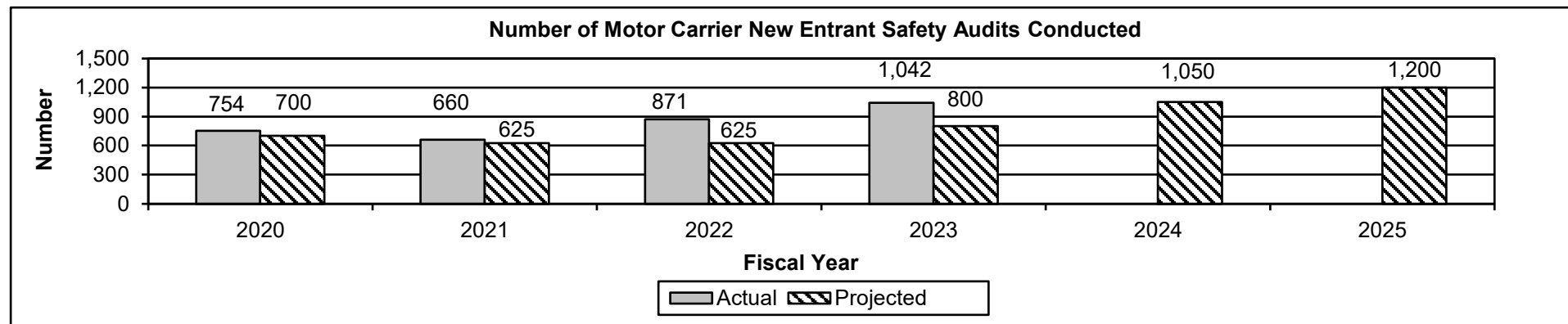
Budget Unit: Refunds

Division: Refunds

DI Name: Refunds Expansion

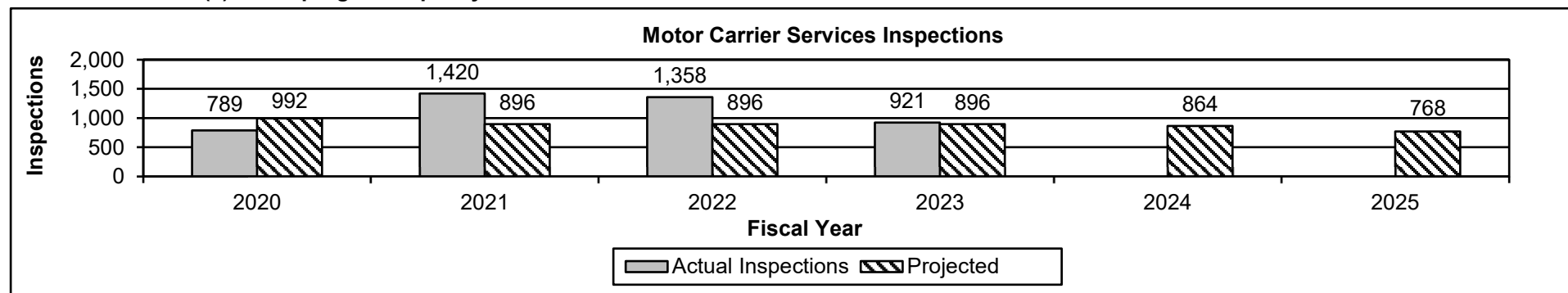
DI# 1605023

HB Section: 4.465



A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA).

6b. Provide a measure(s) of the program's quality.

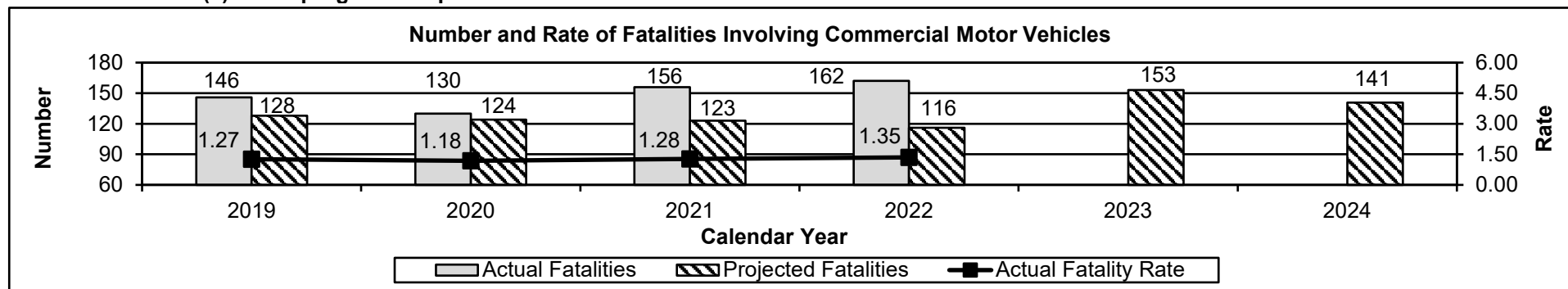


This chart shows the number of Motor Carrier Service (MCS) inspections conducted by MoDOT MCS. The projections are based on the current number of MCS investigators and the number of investigations required to maintain certification. Fiscal year 2020 is lower than projected due to delays caused by the COVID-19 pandemic.

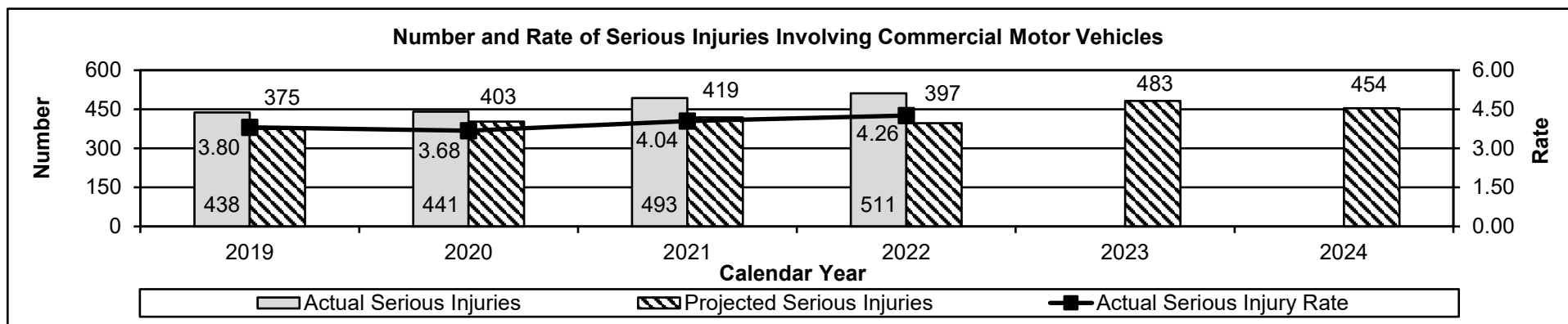
NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation	Budget Unit: Refunds
Division: Refunds	
DI Name: Refunds Expansion	HB Section: 4.465
DI# 1605023	

6c. Provide a measure(s) of the program's impact.



The crash rate shows the annual fatality rate per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2022 was calculated by dividing 162 fatalities by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero fatalities in 2030. The 2030 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

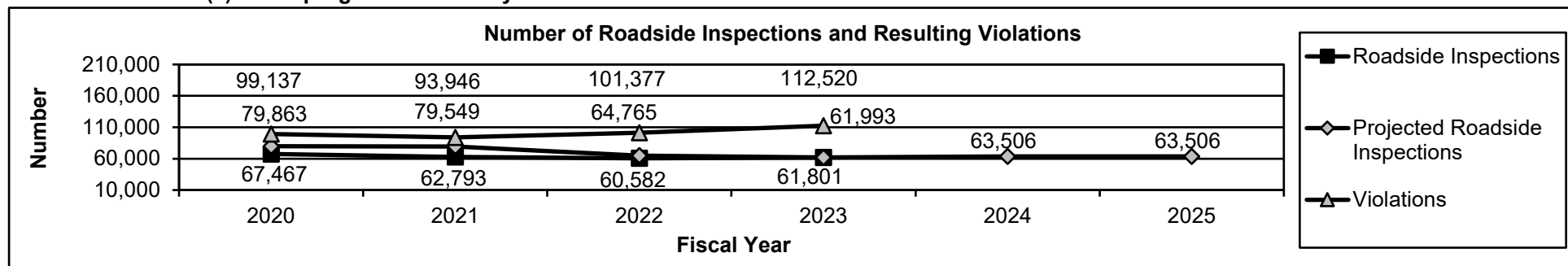


The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2022 was calculated by dividing 511 serious injuries by 12.0 billion VMT and multiplying by 100 million. The projections for 2023 and 2024 are based on the goal of zero serious injuries in 2040. The 2040 goal is not based on a linear reduction. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the vicennial as vehicle technologies and roadway improvements are implemented. The calendar year 2022 actual is preliminary and is subject to change.

NEW DECISION ITEM
RANK: 23 OF 23

Department of Transportation	Budget Unit: Refunds
Division: Refunds	
DI Name: Refunds Expansion	DI# 1605023
	HB Section: 4.465

6d. Provide a measure(s) of the program's efficiency.



Roadside inspections are examinations of commercial motor vehicles (CMVs) and drivers by Motor Carrier Safety Assistance Program (MCSAP) inspectors to ensure they are in compliance with the federal motor carrier safety and hazardous materials regulations. If an inspection results in serious violations, the driver will be issued an out-of-service order. These violations must be corrected before the driver or vehicle can return to service. Missouri has approximately 253 MCSAP inspectors that work in the following state and local agencies: Missouri Department of Transportation, Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department. The 2024 and 2025 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA) as submitted in the Commercial Vehicle Safety Plan (CVSP).

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

Invest in Missouri's transportation infrastructure to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MOTOR CARRIER REFUNDS								
MCR Motor Fuel Tax Refunds NDI - 1605023								
REFUNDS	0	0.00	0	0.00	15,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	15,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$15,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$15,000,000	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ROAD FUND TRANSFER								
CORE								
FUND TRANSFERS								
STATE HWYS AND TRANS DEPT	627,787,366	0.00	813,945,000	0.00	813,945,000	0.00	0	0.00
TOTAL - TRF	627,787,366	0.00	813,945,000	0.00	813,945,000	0.00	0	0.00
TOTAL	627,787,366	0.00	813,945,000	0.00	813,945,000	0.00	0	0.00
GRAND TOTAL	\$627,787,366	0.00	\$813,945,000	0.00	\$813,945,000	0.00	\$0	0.00

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CORE DECISION ITEM

Page 399

Department of Transportation					Budget Unit: Program Delivery				
Division: Program Delivery									
Core: State Road Fund Transfer					HB Section: 4.470				
1. CORE FINANCIAL SUMMARY									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	0	813,945,000	813,945,000	TRF	0	0	0	0
Total	0	0	813,945,000	813,945,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>					<i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>				
Other Funds: State Highways & Transportation Department Fund (0644)					Other Funds:				
2. CORE DESCRIPTION									
MoDOT requests funds be transferred monthly from the State Highways & Transportation Department Fund (0644) to the State Road Fund (0320) pursuant to Section 226.200.6, RSMo. The State Highways & Transportation Department Fund (0644) maintains a minimum balance of \$20.0 million.									
3. PROGRAM LISTING (list programs included in this core funding)									
This section is not applicable.									

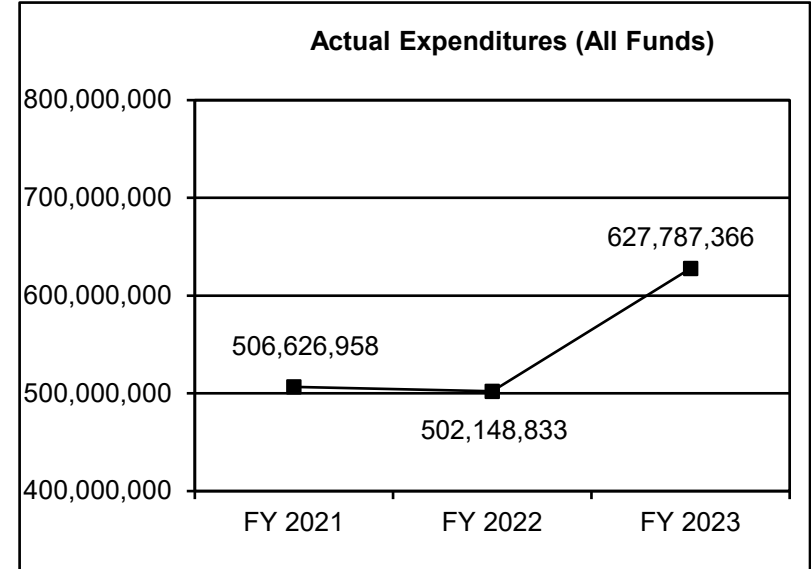
Department of Transportation
 Division: Program Delivery
 Core: State Road Fund Transfer

Budget Unit: Program Delivery

HB Section: 4.470

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	510,000,000	510,000,000	713,945,000	813,945,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	510,000,000	510,000,000	713,945,000	N/A
Actual Expenditures (All Funds)	506,626,958	502,148,833	627,787,366	N/A
Unexpended (All Funds)	3,373,042	7,851,167	86,157,634	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	3,373,042	7,851,167	86,157,634	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

ROAD FUND TRANSFER

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	0	0	813,945,000	813,945,000	
	Total	0.00	0	0	813,945,000	813,945,000	
DEPARTMENT CORE REQUEST							
	TRF	0.00	0	0	813,945,000	813,945,000	
	Total	0.00	0	0	813,945,000	813,945,000	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	0	0	813,945,000	813,945,000	
	Total	0.00	0	0	813,945,000	813,945,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
ROAD FUND TRANSFER								
CORE								
TRANSFERS OUT	627,787,366	0.00	813,945,000	0.00	813,945,000	0.00	0	0.00
TOTAL - TRF	627,787,366	0.00	813,945,000	0.00	813,945,000	0.00	0	0.00
GRAND TOTAL	\$627,787,366	0.00	\$813,945,000	0.00	\$813,945,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$627,787,366	0.00	\$813,945,000	0.00	\$813,945,000	0.00		0.00

PROGRAM DESCRIPTION	
Department of Transportation Program Name: State Road Fund Transfer Program is found in the following core budget(s): Program Delivery	HB Section: 4.470

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

Constitutionally, MoDOT spends the majority of its funds from the State Road Fund. Because the largest portion of state user fees are deposited into the State Highways & Transportation Department Fund, MoDOT has established a process in conjunction with the Office of Administration, State Treasurer's Office and State Auditor's Office to transfer funds from the State Highways & Transportation Department Fund to the State Road Fund.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

PROGRAM DESCRIPTION

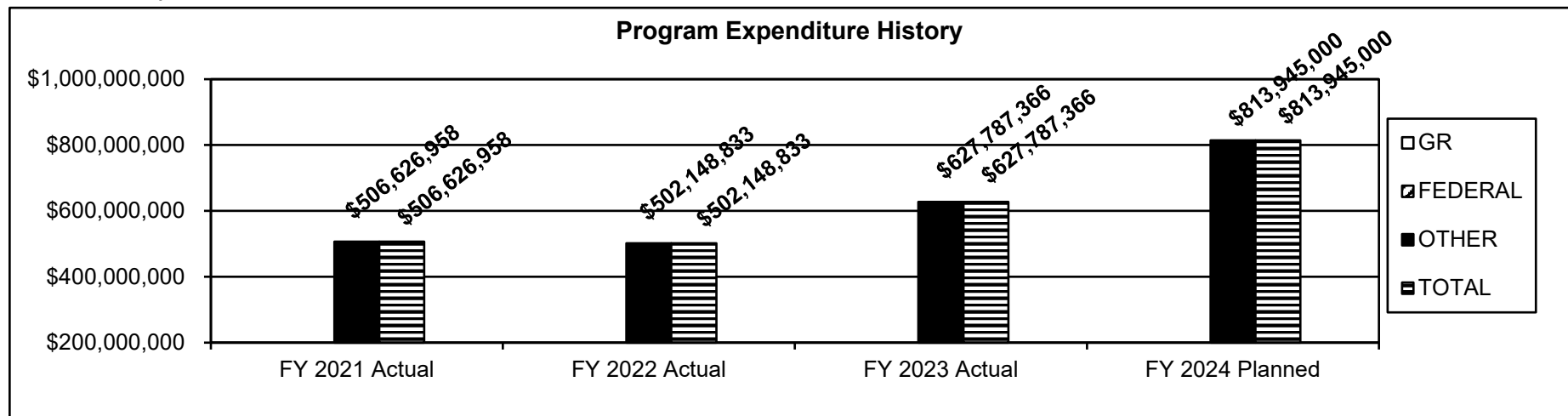
Department of Transportation

HB Section: 4.470

Program Name: State Road Fund Transfer

Program is found in the following core budget(s): Program Delivery

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

State Highways & Transportation Department Fund (0644)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution and Section 226.200.6, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
CORE								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	352,888	5.36	642,455	9.99	642,455	9.99	0	0.00
STATE ROAD	526,783	7.00	653,101	9.15	653,101	9.15	0	0.00
RAILROAD EXPENSE	458,799	7.52	722,468	11.12	722,468	11.12	0	0.00
STATE TRANSPORTATION FUND	176,193	2.48	198,601	2.95	198,601	2.95	0	0.00
AVIATION TRUST FUND	554,939	7.87	619,994	9.47	619,994	9.47	0	0.00
TOTAL - PS	2,069,602	30.23	2,836,619	42.68	2,836,619	42.68	0	0.00
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	48,630	0.00	249,402	0.00	262,402	0.00	0	0.00
STATE ROAD	31,083	0.00	42,200	0.00	42,200	0.00	0	0.00
RAILROAD EXPENSE	87,623	0.00	160,024	0.00	160,024	0.00	0	0.00
STATE TRANSPORTATION FUND	26,200	0.00	67,047	0.00	67,047	0.00	0	0.00
AVIATION TRUST FUND	24,607	0.00	26,726	0.00	26,726	0.00	0	0.00
TOTAL - EE	218,143	0.00	545,399	0.00	558,399	0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	21,000	0.00	8,000	0.00	0	0.00
TOTAL - PD	0	0.00	21,000	0.00	8,000	0.00	0	0.00
TOTAL	2,287,745	30.23	3,403,018	42.68	3,403,018	42.68	0	0.00
Market Plan NDI - 1605005								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	52,827	0.00	0	0.00
RAILROAD EXPENSE	0	0.00	0	0.00	27,331	0.00	0	0.00
STATE TRANSPORTATION FUND	0	0.00	0	0.00	150,498	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	15,766	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	246,422	0.00	0	0.00
TOTAL	0	0.00	0	0.00	246,422	0.00	0	0.00

ITEM SUMMARY

Budget Unit								
Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT	DEPT	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
Multimodal Ops Admin NDI - 1605008								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND	0	0.00	0	0.00	400,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	400,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	400,000	0.00	0	0.00
Multimodal Ops Admin PS NDI - 1605021								
PERSONAL SERVICES								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	194,040	0.00	0	0.00
AVIATION TRUST FUND	0	0.00	0	0.00	388,079	5.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	582,119	5.00	0	0.00
TOTAL	0	0.00	0	0.00	582,119	5.00	0	0.00
State Road Fund Increases - 1605099								
PERSONAL SERVICES								
STATE ROAD	0	0.00	0	0.00	17,871	0.00	0	0.00
TOTAL - PS	0	0.00	0	0.00	17,871	0.00	0	0.00
TOTAL	0	0.00	0	0.00	17,871	0.00	0	0.00
GRAND TOTAL	\$2,287,745	30.23	\$3,403,018	42.68	\$4,649,430	47.68	\$0	0.00

COMMISSION APPROVED ITEM

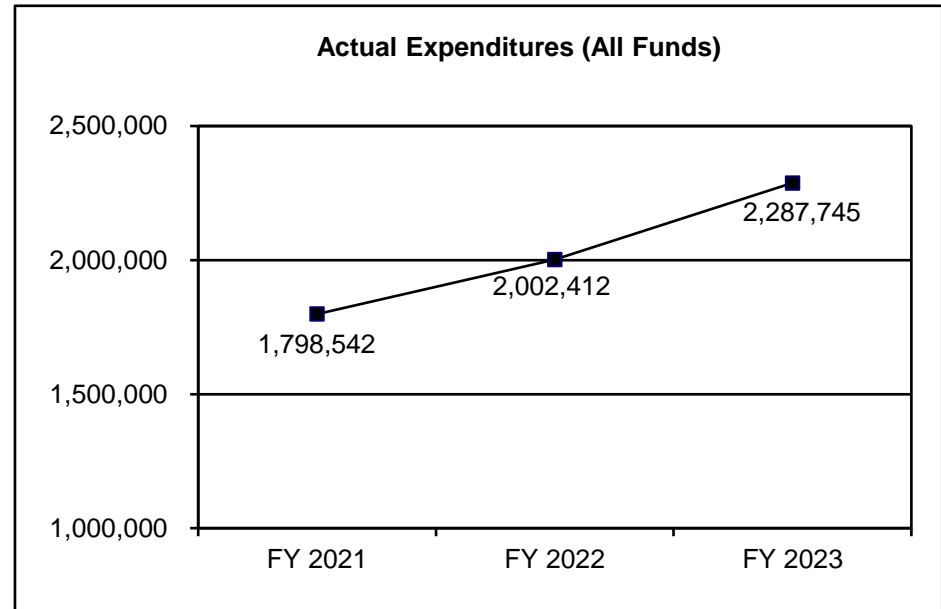
Department of Transportation					Budget Unit: <u>Multimodal Operations</u>				
Division: Multimodal Operations									
Core: Multimodal Administration					HB Section: <u>4.475</u>				
1. CORE FINANCIAL SUMMARY									
FY 2025 Commission Approved Budget					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	642,455	2,194,164	2,836,619	PS	0	0	0	0
EE	0	262,402	295,997	558,399	EE	0	0	0	0
PSD	0	8,000	0	8,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	912,857	2,490,161	3,403,018	Total	0	0	0	0
FTE	0.00	9.99	32.69	42.68	FTE	0.00	0.00	0.00	0.00
HB 4	0	467,637	1,622,326	2,089,963	HB 4	0	0	0	0
HB 5	0	49,405	168,731	218,136	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952)					Other Funds:				
2. CORE DESCRIPTION									
These appropriations are for the continuation of the core for administration of Multimodal Operations. This funding will allow the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.									
3. PROGRAM LISTING (list programs included in this core funding)									
119 public general aviation airports					22 railroad companies which involve safety and highway related projects,				
32 general public transportation providers					including inspections and compliance resolutions for approximately 5,300				
199 elderly and disabled special transportation providers					miles of track and over 6,500 public and private highway-rail crossings				
17 Missouri port authorities and one three-state port commission					Three light rail operators				
Passenger rail service between St. Louis and Kansas City									

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Multimodal Administration	HB Section:	4.475

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	2,530,338	2,550,992	2,685,223	3,403,018
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	2,530,338	2,550,992	2,685,223	N/A
Actual Expenditures (All Funds)	1,798,542	2,002,412	2,287,745	N/A
Unexpended (All Funds)	731,796	548,580	397,478	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	300,642	252,367	225,877	N/A
Other	431,154	296,213	171,601	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

FLEXIBILITY FORM

BUDGET UNIT NUMBER: Multiple BUDGET UNIT NAME: Multiple HOUSE BILL SECTION: 4.400, 4.405, 4.425, 4.450, 4.460, 4.475		DEPARTMENT: Missouri Department of Transportation (MoDOT) DIVISION: Department Wide	
1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.			
DEPARTMENT FLEXIBILITY			
The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment for fiscal year 2025. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.			
2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.			
PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	
In fiscal year 2023, MoDOT used \$5,000 of flexibility in the State Transportation Fund, or 4.7 percent.	The General Assembly approved 20 percent flexibility between all MoDOT personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 20 percent flexibility between personal services, fringe benefits and expense and equipment appropriations, as needed.	
3. Please explain how flexibility was used in the prior and/or current years.			
PRIOR YEAR EXPLAIN ACTUAL USE		CURRENT YEAR EXPLAIN PLANNED USE	
The flexibility was used to pay for medical and life insurance fringe benefits for the remainder of the year.		N/A - Flexibility has not yet been used in the current year.	

FLEXIBILITY FORM

BUDGET UNIT NUMBER: 60522C	DEPARTMENT: Missouri Department of Transportation (MoDOT)
BUDGET UNIT NAME: Multimodal Operations	
HOUSE BILL SECTION: 4.475	DIVISION: Multimodal Operations

1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility in dollar and percentage terms and explain why the flexibility is needed. If flexibility is needed among divisions, provide the amount by fund of flexibility in dollar and percentage terms and explain why the flexibility is needed.

DEPARTMENT FLEXIBILITY

The department needs 10 percent flexibility for fiscal year 2025 between Multimodal Operations personal services and expense and equipment appropriations. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.

PRIOR YEAR ACTUAL AMOUNT OF FLEXIBILITY USED	CURRENT YEAR ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED	ESTIMATED AMOUNT OF FLEXIBILITY THAT WILL BE USED
N/A - Flexibility was not used in the prior year.	The General Assembly approved 10 percent flexibility between Multimodal Operations personal services and expense and equipment appropriations in fiscal year 2024; however, the amount of flexibility that will be used is unknown.	The department needs 10 percent flexibility between Multimodal Operations personal services and expense and equipment appropriations, as needed.

3. Please explain how flexibility was used in the prior and/or current years.

PRIOR YEAR EXPLAIN ACTUAL USE	CURRENT YEAR EXPLAIN PLANNED USE
N/A - Flexibility was not used in the prior year.	N/A - Flexibility has not yet been used in the current year.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**MULTIMODAL OPERATIONS ADMIN****5. CORE RECONCILIATION**

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PS	42.68	0	642,455	2,194,164	2,836,619	
		EE	0.00	0	249,402	295,997	545,399	
		PD	0.00	0	21,000	0	21,000	
		Total	42.68	0	912,857	2,490,161	3,403,018	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#464]	EE	0.00	0	13,000	0	13,000	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#464]	PD	0.00	0	(13,000)	0	(13,000)	BOBC reallocation based on historical actual expenditures
NET DEPARTMENT CHANGES			0.00	0	0	0	0	
DEPARTMENT CORE								
		PS	42.68	0	642,455	2,194,164	2,836,619	
		EE	0.00	0	262,402	295,997	558,399	
		PD	0.00	0	8,000	0	8,000	
		Total	42.68	0	912,857	2,490,161	3,403,018	
GOVERNOR'S RECOMMENDED CORE								
		PS	42.68	0	642,455	2,194,164	2,836,619	
		EE	0.00	0	262,402	295,997	558,399	
		PD	0.00	0	8,000	0	8,000	
		Total	42.68	0	912,857	2,490,161	3,403,018	

ITEM DETAIL

Budget Unit Item	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
Budget Object Class								
MULTIMODAL OPERATIONS ADMIN								
CORE								
RAIL SAFETY SPECIALIST	185,629	3.03	286,078	4.47	286,078	4.47	0	0.00
SR RAILROAD SAFETY INSPECTOR	276,821	4.71	458,447	7.36	458,447	7.36	0	0.00
ADMINISTRATIVE TECHNICIAN	0	0.00	8,283	0.25	8,283	0.25	0	0.00
SR ADMINISTRATIVE TECHNICIAN	21,970	0.54	0	0.00	0	0.00	0	0.00
EXECUTIVE ASSISTANT	17,748	0.46	75,233	1.69	75,233	1.69	0	0.00
SENIOR FINANCIAL SERVICES TECH	26,672	0.70	58,318	1.39	58,318	1.39	0	0.00
AIRPORT PROJECT TECHNICIAN	45,164	0.96	55,176	1.07	55,176	1.07	0	0.00
RAILROAD SAFETY INSPECTOR	44,095	0.93	50,884	1.00	50,884	1.00	0	0.00
SENIOR TRANSIT TECHNICIAN	0	0.00	110,247	2.00	110,247	2.00	0	0.00
AIRPLANE PILOT	40,219	0.51	0	0.00	0	0.00	0	0.00
AVIATION OPERATIONS MANAGER	75,525	1.00	80,239	1.07	80,239	1.07	0	0.00
RAILROAD OPERATIONS MANAGER	75,467	1.00	92,897	1.15	92,897	1.15	0	0.00
INTERM MULTIMODAL OPER SPECIAL	12,073	0.22	17,689	0.59	17,689	0.59	0	0.00
MULTIMODAL OPERATIONS SPECIALI	49,957	1.04	50,884	1.00	50,884	1.00	0	0.00
SR MULTIMODAL OPER SPECIALIST	229,970	3.77	430,704	6.53	430,704	6.53	0	0.00
ADMIN OF FREIGHT & WATERWAYS	105,880	1.00	133,273	1.21	133,273	1.21	0	0.00
SR FINANCIAL SERVICES SPECIALI	29,600	0.49	89,218	1.39	89,218	1.39	0	0.00
SYST MGMT SUPPORT SERVICES MGR	0	0.00	239	0.00	239	0.00	0	0.00
ADMINISTRATOR OF AVIATION	105,211	1.00	112,731	1.00	112,731	1.00	0	0.00
ADMINISTRATOR OF RAILROADS	105,880	1.00	138,490	1.60	138,490	1.60	0	0.00
ADMINISTRATOR OF TRANSIT	105,211	1.00	105,737	1.23	105,737	1.23	0	0.00
RAILROAD PROJECTS MANAGER	84,708	1.00	89,868	1.00	89,868	1.00	0	0.00
AVIATION PROGRAMS MANAGER	84,521	1.00	89,868	1.07	89,868	1.07	0	0.00
CONSTRUCTION INSPECTOR	0	0.00	63,309	1.50	63,309	1.50	0	0.00
SR CONSTRUCTION INSPECTOR	70,133	1.02	143,270	2.09	143,270	2.09	0	0.00
AIRPORT PROJECT INSPECTOR	33,482	0.59	0	0.00	0	0.00	0	0.00
INT AIRPORT PROJECT INSPECTOR	27,831	0.42	0	0.00	0	0.00	0	0.00
AIRPORT PROJECT MANAGER	47,754	0.76	0	0.00	0	0.00	0	0.00
SR OFFICE ASSISTANT-TPT	16,418	0.44	19,806	0.44	19,806	0.44	0	0.00
ENGINEERING PROF - TPT/SSPD	29,969	0.46	0	0.00	0	0.00	0	0.00
MULTIMODAL OPERATIONS INTERN	12,370	0.31	0	0.00	0	0.00	0	0.00

ITEM DETAIL

Budget Unit Item Budget Object Class	FY 2023 ACTUAL DOLLAR	FY 2023 ACTUAL FTE	FY 2024 BUDGET DOLLAR	FY 2024 BUDGET FTE	FY 2025 DEPT DOLLAR	FY 2025 DEPT FTE	***** SECURED COLUMN	***** SECURED COLUMN
MULTIMODAL OPERATIONS ADMIN								
CORE								
MULTIMODAL OPRATNS DIRECTOR	109,324	0.87	75,731	0.58	75,731	0.58	0	0.00
TOTAL - PS	2,069,602	30.23	2,836,619	42.68	2,836,619	42.68	0	0.00
TRAVEL, IN-STATE	72,935	0.00	142,346	0.00	130,346	0.00	0	0.00
TRAVEL, OUT-OF-STATE	40,197	0.00	94,033	0.00	78,533	0.00	0	0.00
SUPPLIES	8,638	0.00	79,300	0.00	79,300	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	31,681	0.00	120,600	0.00	120,100	0.00	0	0.00
COMMUNICATION SERV & SUPP	27,021	0.00	38,400	0.00	40,400	0.00	0	0.00
PROFESSIONAL SERVICES	35,579	0.00	51,220	0.00	88,720	0.00	0	0.00
M&R SERVICES	0	0.00	4,100	0.00	4,100	0.00	0	0.00
COMPUTER EQUIPMENT	17	0.00	500	0.00	500	0.00	0	0.00
OTHER EQUIPMENT	0	0.00	10,000	0.00	10,000	0.00	0	0.00
EQUIPMENT RENTALS & LEASES	680	0.00	0	0.00	1,500	0.00	0	0.00
MISCELLANEOUS EXPENSES	1,395	0.00	4,900	0.00	4,900	0.00	0	0.00
TOTAL - EE	218,143	0.00	545,399	0.00	558,399	0.00	0	0.00
PROGRAM DISTRIBUTIONS	0	0.00	13,000	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	8,000	0.00	8,000	0.00	0	0.00
TOTAL - PD	0	0.00	21,000	0.00	8,000	0.00	0	0.00
GRAND TOTAL	\$2,287,745	30.23	\$3,403,018	42.68	\$3,403,018	42.68	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$401,518	5.36	\$912,857	9.99	\$912,857	9.99		0.00
OTHER FUNDS	\$1,886,227	24.87	\$2,490,161	32.69	\$2,490,161	32.69		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.475

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

1a. What strategic priority does this program address?

Safety - moving Missourians safely

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

This program allows the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

2a. Provide an activity measure(s) for the program.

	Number of Passengers by Mode (in millions)					
	Public Transit ^{1,3}		Rail ^{1,4}		Aviation ^{2,3}	
	Actual	Projected	Actual	Projected	Actual	Projected
2018	54.3	N/A	0.2	N/A	14.1	14.1
2019	51.8	57.1	0.2	0.2	14.3	14.7
2020	44.3	53.1	0.1	0.2	5.6	15.4
2021	27.8	50.1	0.1	0.2	9.5	15.0
2022	29.7	54.3	0.1	0.1	N/A	14.1
2023	N/A	54.3	0.1	0.1	N/A	14.1
2024	N/A	54.3	N/A	0.1	N/A	14.1

¹ Public transit and rail passenger data is published by fiscal year. Fiscal year 2023 data for public transit will be available in October of 2023.² The Federal Aviation Administration will publish the 2022 data in October of 2023.³ The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2018.⁴ The 2024 projection was established by averaging the last three years.

PROGRAM DESCRIPTION

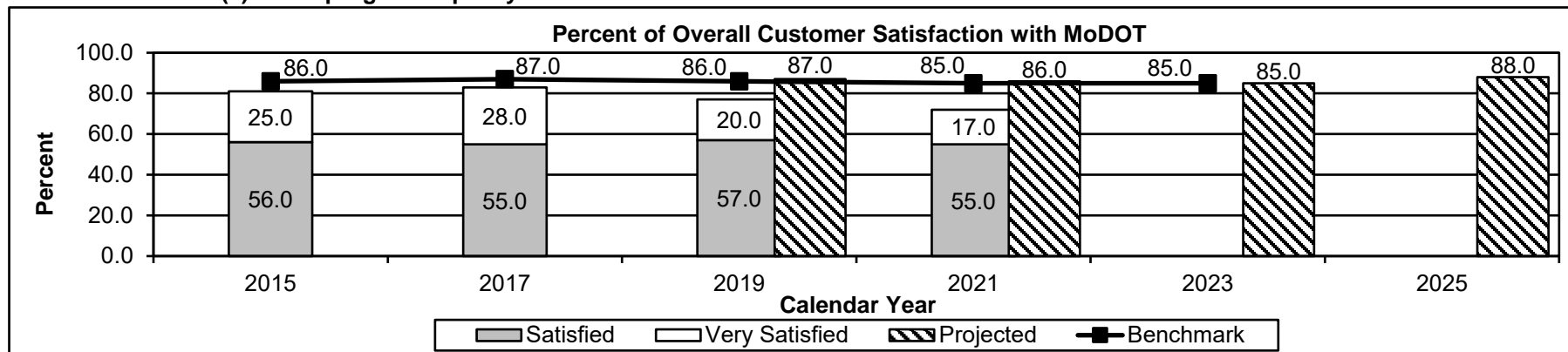
Department of Transportation

HB Section(s): 4.475

Program Name: Multimodal Operations Administration

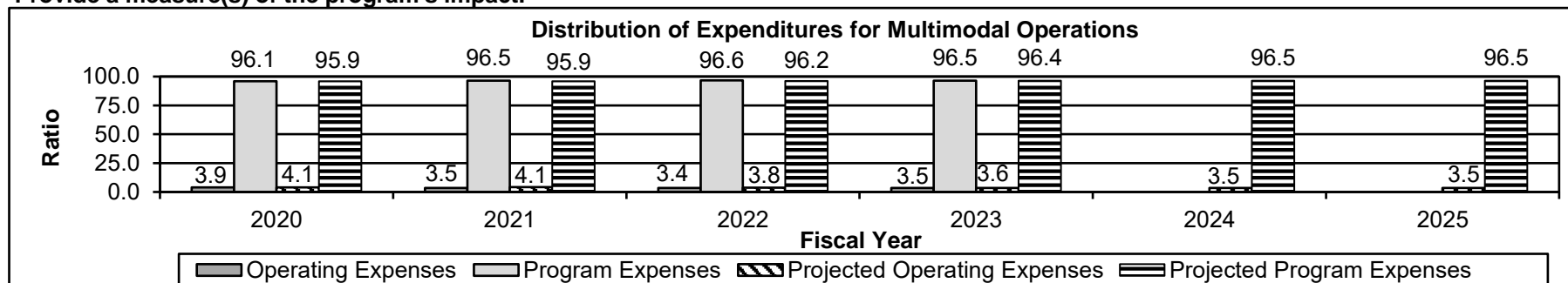
Program is found in the following core budget(s): Multimodal Operations Administration

2b. Provide a measure(s) of the program's quality.



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



The operating expenses consist of the administration expenses of multimodal operations. The 2024 and 2025 projections were set by averaging the last three fiscal years.

PROGRAM DESCRIPTION

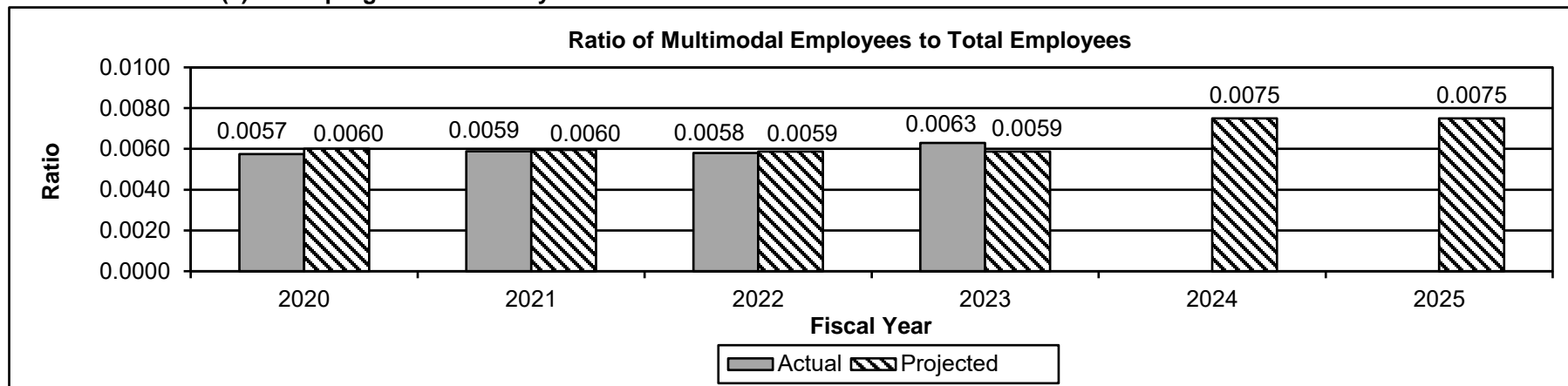
Department of Transportation

HB Section(s): 4.475

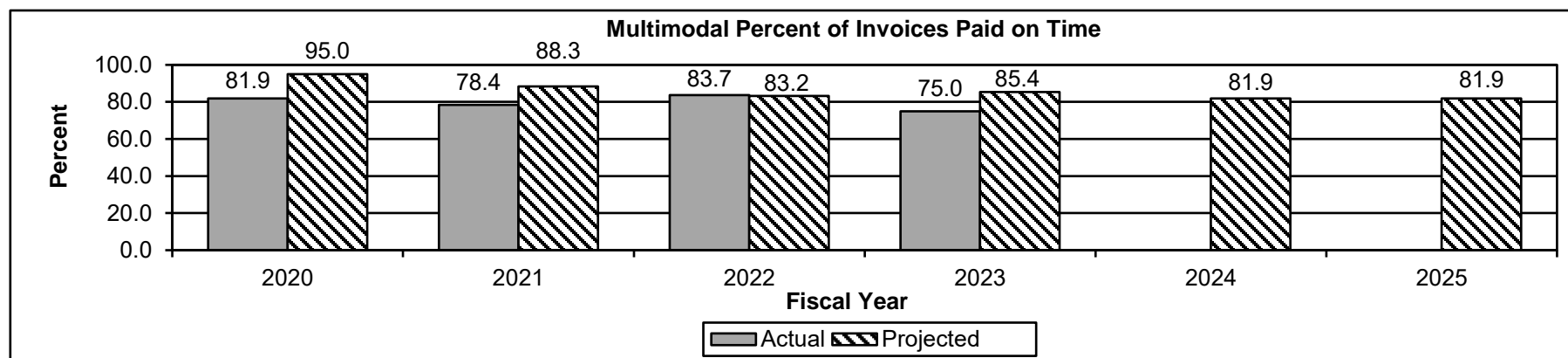
Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

2d. Provide a measure(s) of the program's efficiency.



This chart shows the number of salaried multimodal employees compared to total salaried employees at MoDOT. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.



Timely is defined as a check or electronic payment issued less than 31 days from the date of the invoice. The additional staffing required to administer increases in federal funding has led to staffing shortages in certain areas. These staffing shortages have led to delays in invoices paid in 2021 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based on the percent of invoices paid on time returning to the number in fiscal year 2020.

PROGRAM DESCRIPTION

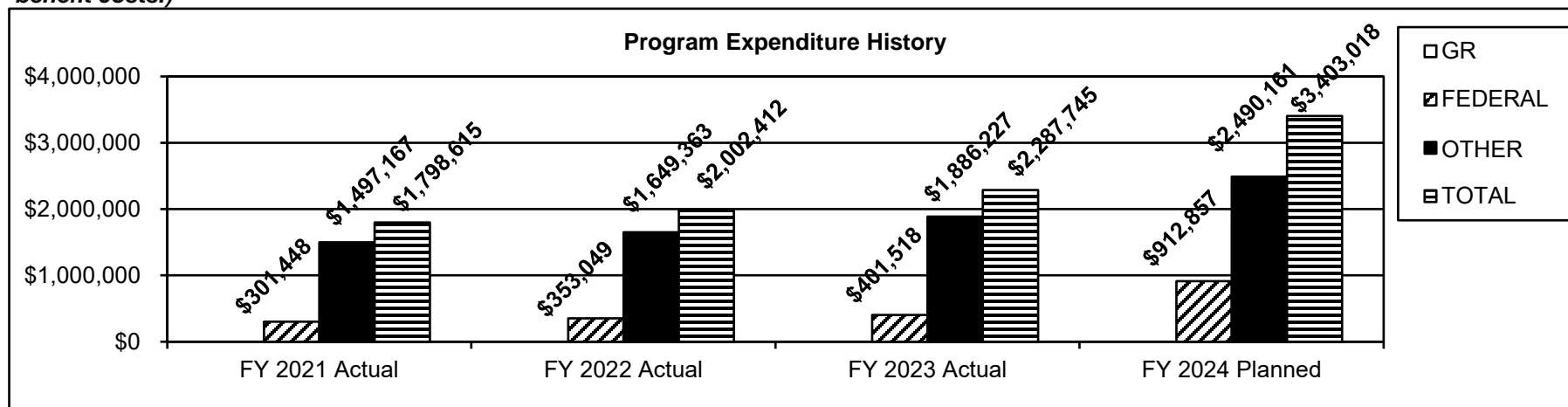
Department of Transportation

HB Section(s): 4.475

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. **What are the sources of the "Other " funds?**
State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)
5. **What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**
Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230, 389.610, 389.612 and 622.015, RSMo.
6. **Are there federal matching requirements? If yes, please explain.**
Depending on the program, administrative federal funds can require a match of up to 20 percent of state funds.
7. **Is this a federally mandated program? If yes, please explain.**
No

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NEW DECISION ITEM

RANK: 8 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Multimodal Operations Admin Expansion</u> DI# <u>1605008</u>	HB Section: <u>4.475</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	400,000	400,000
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>400,000</u>	<u>400,000</u>

FTE	0.00	0.00	0.00	0.00
-----	------	------	------	------

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

FTE	0.00	0.00	0.00	0.00
-----	------	------	------	------

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is to pay for consultant services due to the increase in funding that the Multimodal Operations division administers.

NEW DECISION ITEM

RANK: 8 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Multimodal Operations Admin Expansion DI# 1605008	HB Section: 4.475

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is to pay for consultant services due to the increase in funding that the Multimodal Operations division administers.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Professional Services	0	0.0	0	0.0	400,000	0.0	400,000	0.0	0
Total EE	0	0.0	0	0.0	400,000	0.0	400,000	0.0	0
Grand Total	0	0.0	0	0.0	400,000	0.0	400,000	0.0	0

NEW DECISION ITEM

RANK: 8 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Multimodal Operations Admin Expansion DI# 1605008	HB Section: 4.475

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.

	Number of Passengers by Mode (in millions)					
	Public Transit ^{1,3}		Rail ^{1,4}		Aviation ^{2,3}	
	Actual	Projected	Actual	Projected	Actual	Projected
2018	54.3	N/A	0.2	N/A	14.1	14.1
2019	51.8	57.1	0.2	0.2	14.3	14.7
2020	44.3	53.1	0.1	0.2	5.6	15.4
2021	27.8	50.1	0.1	0.2	9.5	15.0
2022	29.7	54.3	0.1	0.1	N/A	14.1
2023	N/A	54.3	0.1	0.1	N/A	14.1
2024	N/A	54.3	N/A	0.1	N/A	14.1

¹ Public transit and rail passenger data is published by fiscal year. Fiscal year 2023 data for public transit will be available in October of 2023.

² The Federal Aviation Administration will publish the 2022 data in October of 2023.

³ The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2018.

⁴ The 2024 projection was established by averaging the last three years.

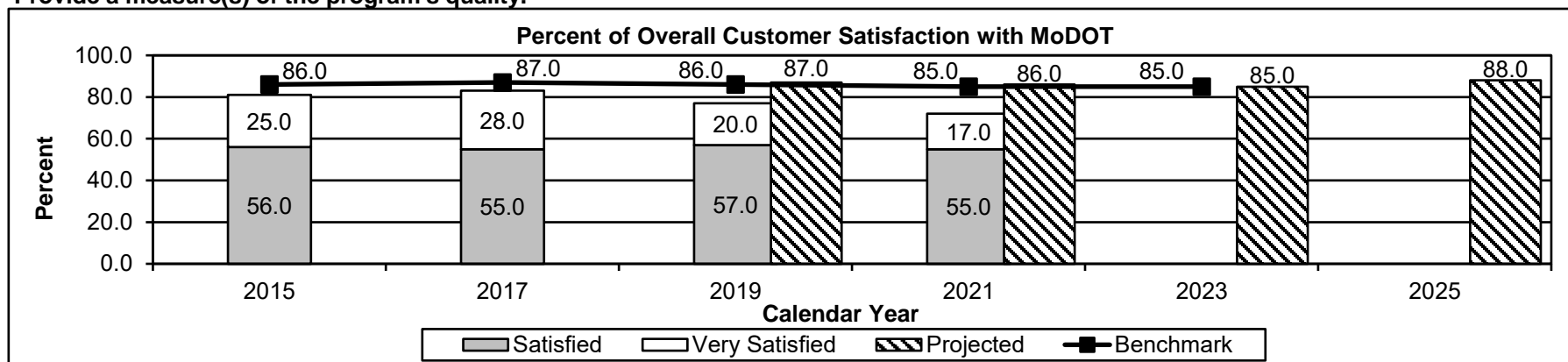
NEW DECISION ITEM

RANK: 8 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: Multimodal Operations Admin Expansion DI# 1605008

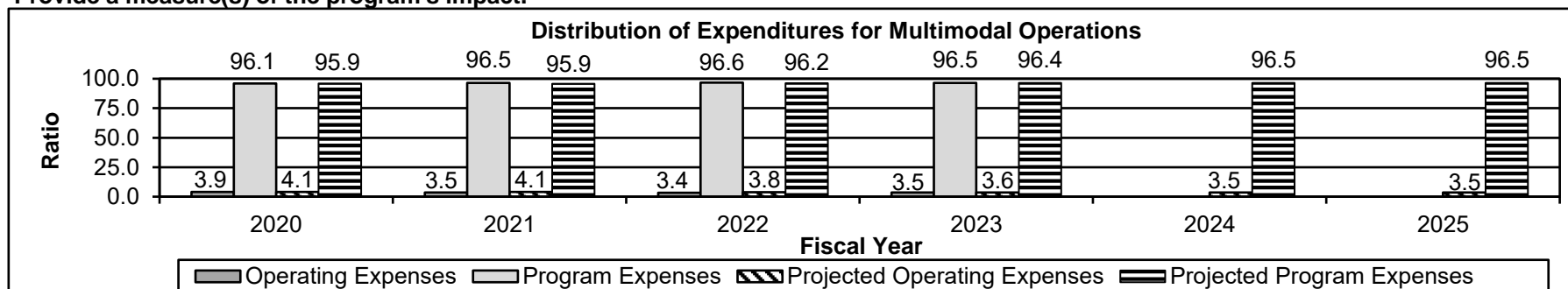
Budget Unit: Multimodal Operations
 HB Section: 4.475

6b. Provide a measure(s) of the program's quality.



Data is collected through a biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

6c. Provide a measure(s) of the program's impact.



The operating expenses consist of the administration expenses of multimodal operations. The 2024 and 2025 projections were set by averaging the last three fiscal years.

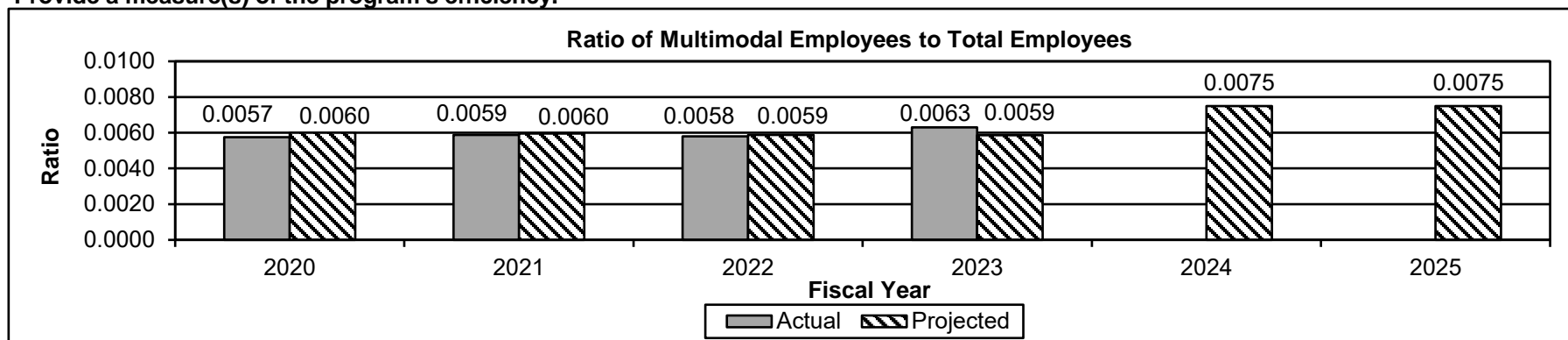
NEW DECISION ITEM

RANK: 8 OF 23

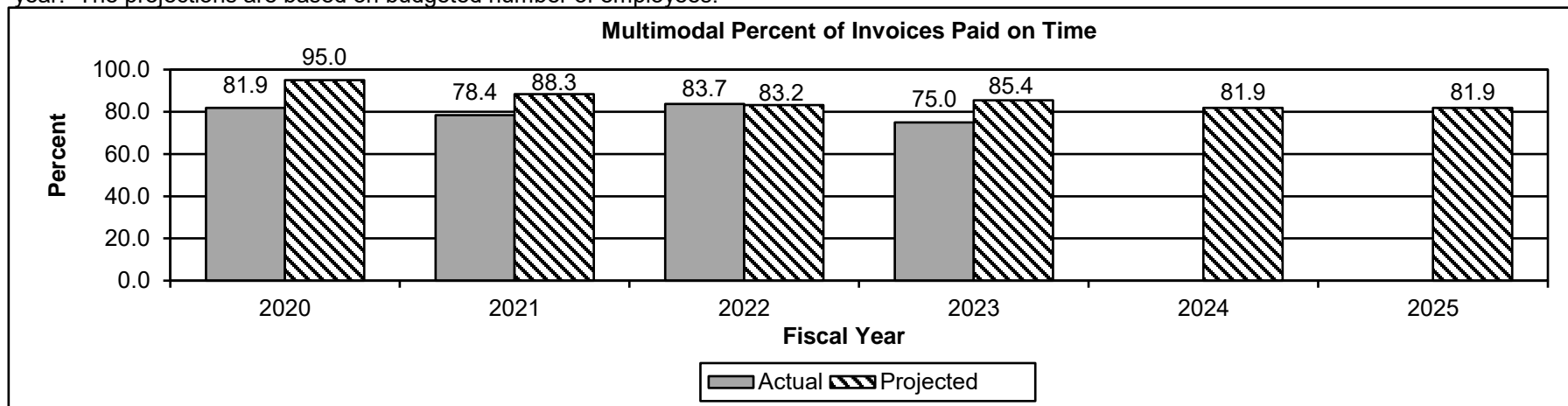
Department of Transportation
 Division: Multimodal Operations
 DI Name: Multimodal Operations Admin Expansion DI# 1605008

Budget Unit: Multimodal Operations
 HB Section: 4.475

6d. Provide a measure(s) of the program's efficiency.



This chart shows the number of salaried multimodal employees compared to total salaried employees at MoDOT. Data is as of June 30th of each fiscal year. The projections are based on budgeted number of employees.



Timely is defined as a check or electronic payment issued less than 31 days from the date of the invoice. The additional staffing required to administer increases in federal funding has led to staffing shortages in certain areas. These staffing shortages have led to delays in invoices paid in 2021 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based on the percent of invoices paid on time returning to the number in fiscal year 2020.

NEW DECISION ITEM
RANK: 8 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Multimodal Operations Admin Expansion DI# 1605008	HB Section: 4.475

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:
This additional funding will allow the Multimodal Operations division to hire additional resources to provide assistance to the multimodal programs within the state of Missouri.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL OPERATIONS ADMIN								
Multimodal Ops Admin NDI - 1605008								
PROFESSIONAL SERVICES	0	0.00	0	0.00	400,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	400,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$400,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$400,000	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SUPPORT TO MULTIMODAL TRANSFER								
CORE								
FUND TRANSFERS								
MULTIMODAL OPERATIONS FEDERAL	63,792	0.00	167,000	0.00	167,000	0.00	0	0.00
RAILROAD EXPENSE	91,453	0.00	690,000	0.00	690,000	0.00	0	0.00
STATE TRANSPORTATION FUND	30,076	0.00	70,000	0.00	70,000	0.00	0	0.00
AVIATION TRUST FUND	102,605	0.00	151,134	0.00	151,134	0.00	0	0.00
TOTAL - TRF	287,926	0.00	1,078,134	0.00	1,078,134	0.00	0	0.00
TOTAL	287,926	0.00	1,078,134	0.00	1,078,134	0.00	0	0.00
GRAND TOTAL	\$287,926	0.00	\$1,078,134	0.00	\$1,078,134	0.00	\$0	0.00

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CORE DECISION ITEM

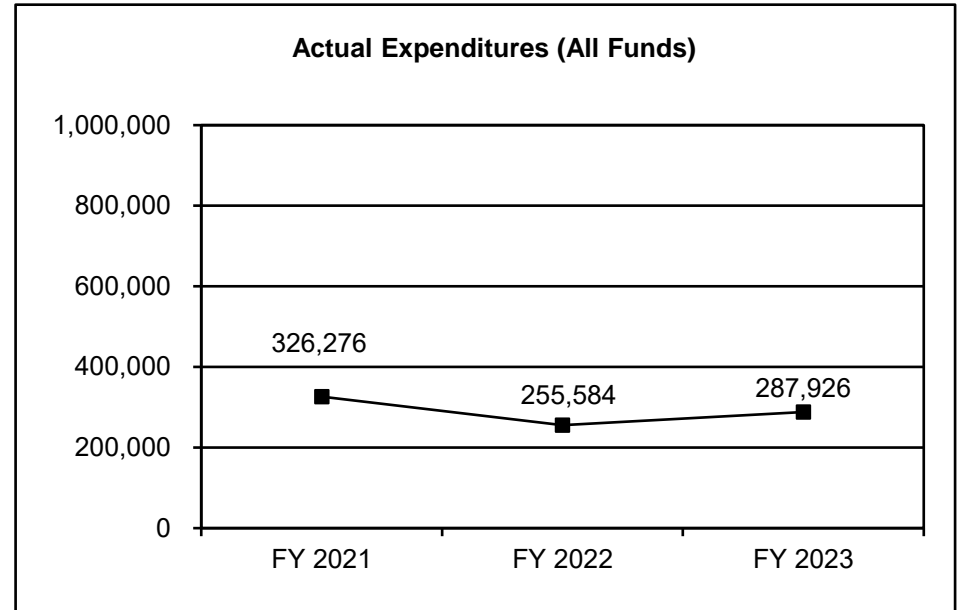
Department of Transportation					Budget Unit: Multimodal Operations				
Division: Multimodal Operations									
Core: Support to Multimodal Division Transfer					HB Section: 4.480				
1. CORE FINANCIAL SUMMARY									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	0	0	PSD	0	0	0	0
TRF	0	167,000	911,134	1,078,134	TRF	0	0	0	0
Total	0	167,000	911,134	1,078,134	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: Railroad Expense Fund (0659), Aviation Trust Fund (0952), State Transportation Fund (0675)					Other Funds:				
2. CORE DESCRIPTION									
The Support to Multimodal Division Transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.									
3. PROGRAM LISTING (list programs included in this core funding)									
119 public general aviation airports					22 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 5,300 miles of track and over 6,500 public and private highway-rail crossings				
32 general public transportation providers					Three light rail operators				
199 elderly and disabled special transportation providers									
17 Missouri port authorities and one three-state port commission									
Passenger rail service between St. Louis and Kansas City									

CORE DECISION ITEM

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
Core: Support to Multimodal Division Transfer	HB Section: 4.480

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,078,134	1,078,134	1,078,134	1,078,134
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,078,134	1,078,134	1,078,134	N/A
Actual Expenditures (All Funds)	326,276	255,584	287,926	N/A
Unexpended (All Funds)	751,858	822,550	790,208	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	111,327	110,617	103,208	N/A
Other	640,531	711,933	687,000	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**SUPPORT TO MULTIMODAL TRANSFER****5. CORE RECONCILIATION**

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	0	167,000	911,134	1,078,134	
	Total	0.00	0	167,000	911,134	1,078,134	
DEPARTMENT CORE REQUEST							
	TRF	0.00	0	167,000	911,134	1,078,134	
	Total	0.00	0	167,000	911,134	1,078,134	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	0	167,000	911,134	1,078,134	
	Total	0.00	0	167,000	911,134	1,078,134	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
SUPPORT TO MULTIMODAL TRANSFER								
CORE								
TRANSFERS OUT	287,926	0.00	1,078,134	0.00	1,078,134	0.00	0	0.00
TOTAL - TRF	287,926	0.00	1,078,134	0.00	1,078,134	0.00	0	0.00
GRAND TOTAL	\$287,926	0.00	\$1,078,134	0.00	\$1,078,134	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$63,792	0.00	\$167,000	0.00	\$167,000	0.00		0.00
OTHER FUNDS	\$224,134	0.00	\$911,134	0.00	\$911,134	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.480

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division Transfer

1a. What strategic priority does this program address?

Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians

1b. What does this program do?

The Support to Multimodal Division Transfer appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support to the Multimodal Division as it carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. Transfers are accounting entries only and will allow the Multimodal Division to reimburse the State Road Fund from other non-highway funds without double counting expenditures.

2a. Provide an activity measure(s) for the program.

This appropriation is needed solely for accounting purposes.

2b. Provide a measure(s) of the program's quality.

This appropriation is needed solely for accounting purposes.

2c. Provide a measure(s) of the program's impact.

This appropriation is needed solely for accounting purposes.

2d. Provide a measure(s) of the program's efficiency.

This appropriation is needed solely for accounting purposes.

PROGRAM DESCRIPTION

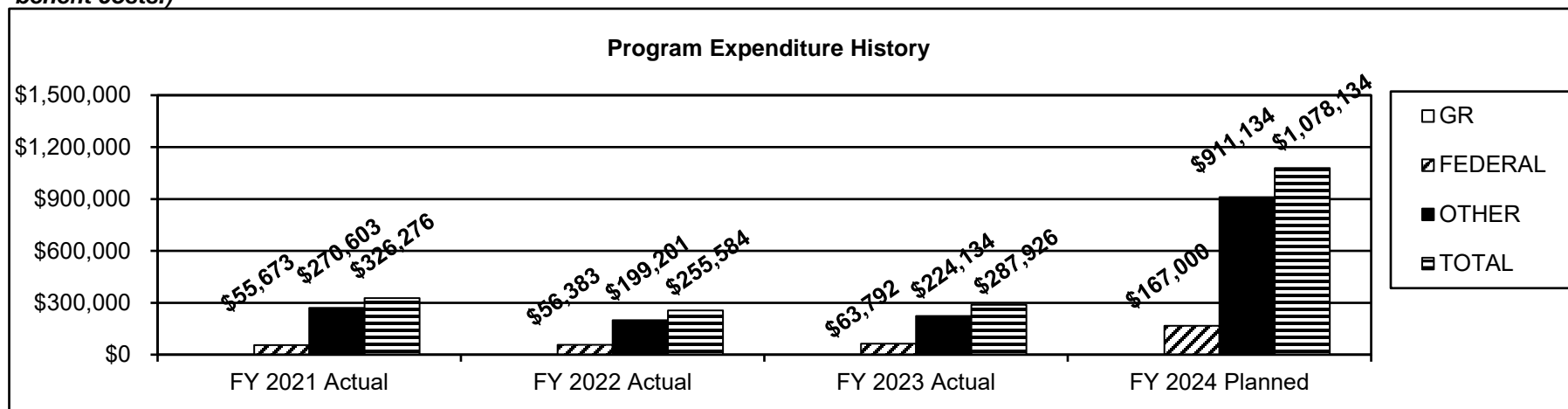
Department of Transportation

HB Section(s): 4.480

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.225, 305.230 and 622.015, RSMo.
6. Are there federal matching requirements? If yes, please explain.
Depending on the program, administrative federal funds can require a match of up to 20 percent of state funds.
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL REVOLVING LOAN								
CORE								
PROGRAM-SPECIFIC								
STATE TRANSPORT ASSIST REVOLV	0	0.00	1,000,000	0.00	1,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,000,000	0.00	1,000,000	0.00	0	0.00
TOTAL	0	0.00	1,000,000	0.00	1,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,000,000	0.00	\$1,000,000	0.00	\$0	0.00

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CORE DECISION ITEM

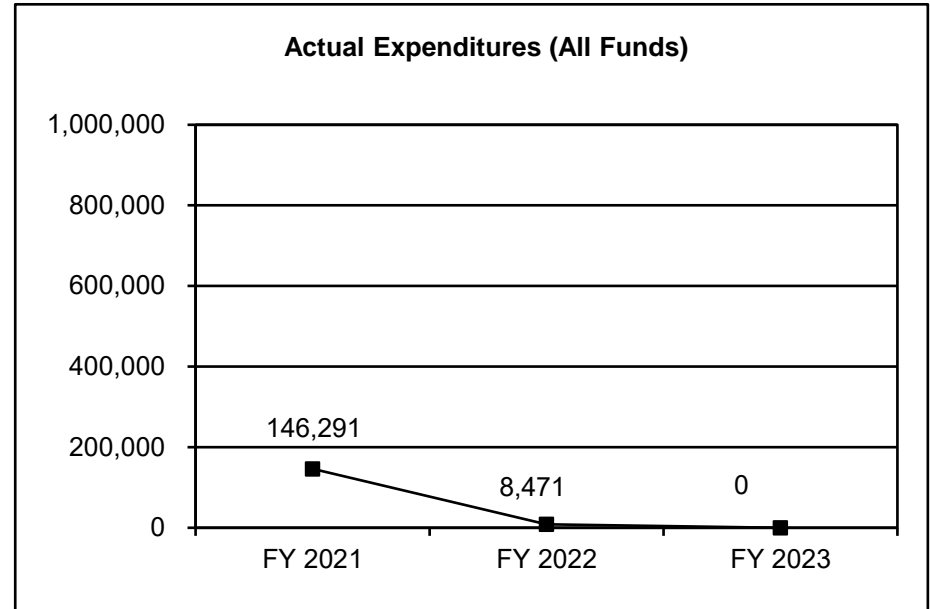
Department of Transportation					Budget Unit: Multimodal Operations				
Division: Multimodal Operations									
Core: Multimodal State Transportation Assistance Revolving Loan (STAR)					HB Section: 4.485				
1. CORE FINANCIAL SUMMARY									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	0	1,000,000	1,000,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	0	1,000,000	1,000,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Transportation Assistance Revolving Fund (0841)					Other Funds:				
2. CORE DESCRIPTION									
This appropriation is for the continuation of the program that provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:									
- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;									
- The purchase of vehicles for transportation of elderly and disabled persons; or									
- The purchase of rolling stock for transit purposes.									
3. PROGRAM LISTING (list programs included in this core funding)									
Current Outstanding STAR Loans									
Entity	Approval Date	Disbursement Date	Original Loan Amount	Actual Loan Amount Disbursed	Outstanding 6/30/2023	Term	Rate		
City of Maryville	9/2/2015	4/15/2016	\$493,216	\$343,179	\$146,005	10 years	1.98%		
City of Maryville	10/4/2017	11/15/2017	\$108,643	\$103,587	\$54,663	10 years	2.22%		
City of Brookfield and City of Marceline	11/2/2016	8/31/2017	\$690,000	\$677,018	\$139,542	15 years	2.80%		
City of Rolla	11/6/2019	9/8/2020	\$162,693	\$154,762	\$65,044	5 years	1.20%		

CORE DECISION ITEM

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
Core: Multimodal State Transportation Assistance Revolving Loan (STAR)	HB Section: 4.485

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,000,000	1,000,000	1,000,000	1,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,000,000	1,000,000	1,000,000	N/A
Actual Expenditures (All Funds)	146,291	8,471	0	N/A
Unexpended (All Funds)	853,709	991,529	1,000,000	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	853,709	991,529	1,000,000	N/A
	(1)	(1)	(1)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Expenditures occur when borrowers draw down funds on approved loans for projects.

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

MULTIMODAL REVOLVING LOAN

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	1,000,000	1,000,000	
	Total	0.00	0	0	1,000,000	1,000,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	0	0	1,000,000	1,000,000	
	Total	0.00	0	0	1,000,000	1,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	1,000,000	1,000,000	
	Total	0.00	0	0	1,000,000	1,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MULTIMODAL REVOLVING LOAN								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	1,000,000	0.00	1,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	1,000,000	0.00	1,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1,000,000	0.00	\$1,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$1,000,000	0.00	\$1,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

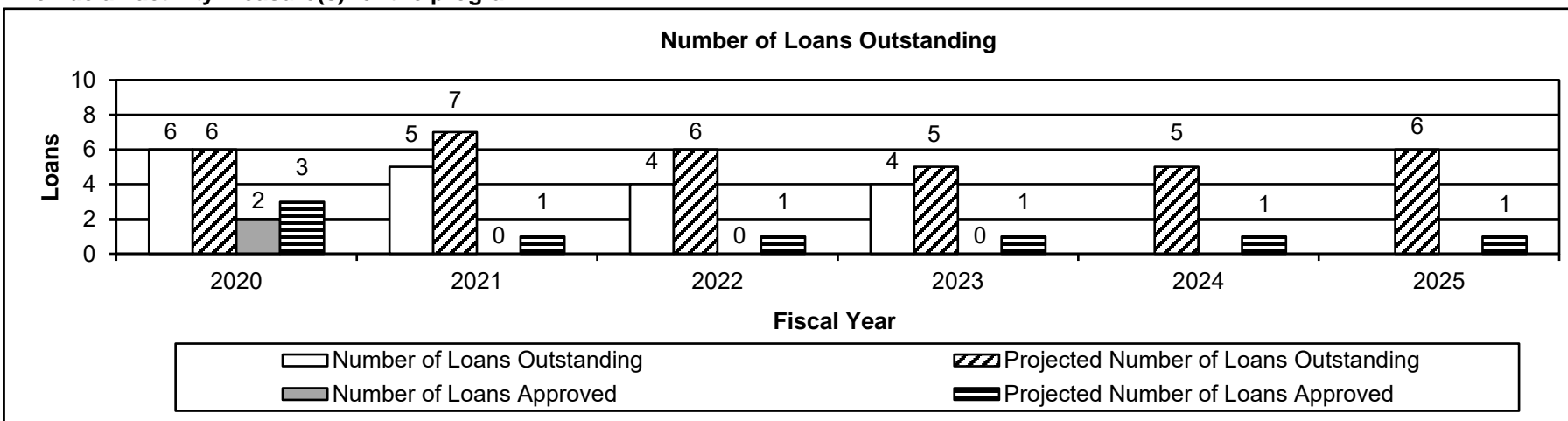
HB Section(s): 4.485Program Name: Multimodal State Transportation Assistance Revolving (STAR) LoanProgram is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan**1a. What strategic priority does this program address?**

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

2a. Provide an activity measure(s) for the program.

The 2024 and 2025 projections are based on the number of loans MoDOT expects to have outstanding and approved.

PROGRAM DESCRIPTION

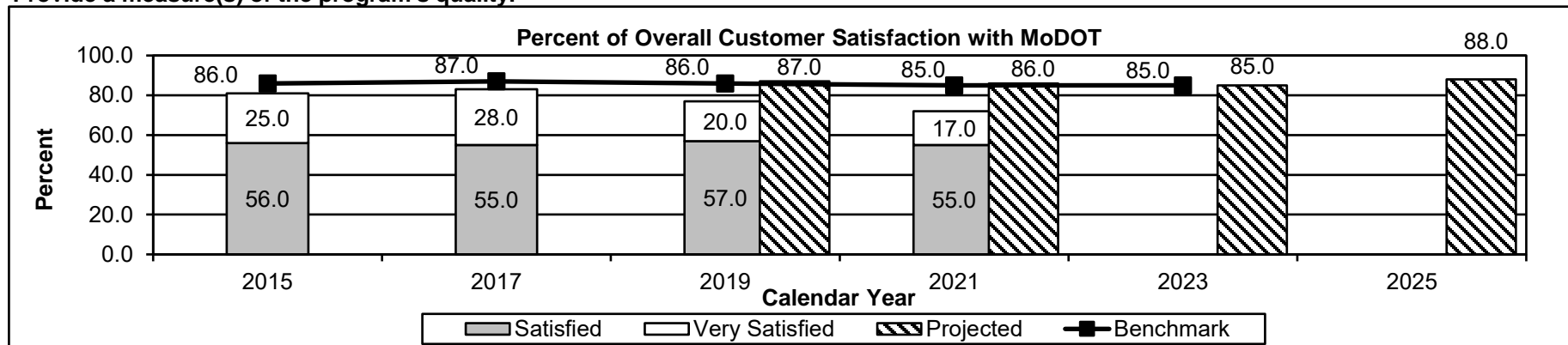
Department of Transportation

HB Section(s): 4.485

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

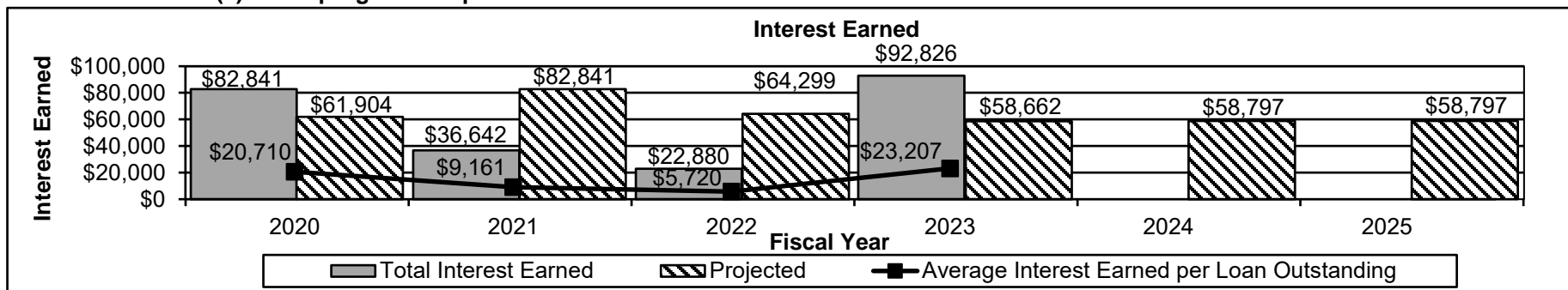
Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2b. Provide a measure(s) of the program's quality.



Data is collected through biennial survey conducted by a consultant. Historically, this has been a telephone survey of approximately 3,500 adult Missourians; however, new for 2021, the survey offered both a phone and text option to approximately 7,500 randomly selected adult Missourians. "How satisfied are you with the job the Missouri Department of Transportation is doing?" was the question surveyed. The benchmark data is from the American Customer Satisfaction Index, a national cross-industry measure of customer satisfaction in the United States. The 2023 projection is equal to the 2021 benchmark score of 85 percent. The 2025 projection was established by projecting a three percent improvement from the benchmark. No survey was conducted in calendar years 2016, 2018, 2020 and 2022.

2c. Provide a measure(s) of the program's impact.



The high earnings for fiscal years 2020 and 2023 are due to higher interest rates. The low earnings for fiscal years 2021 and 2022 are due to lower interest rates. The 2024 and 2025 projections are based on the average of the past four years of interest earned.

PROGRAM DESCRIPTION

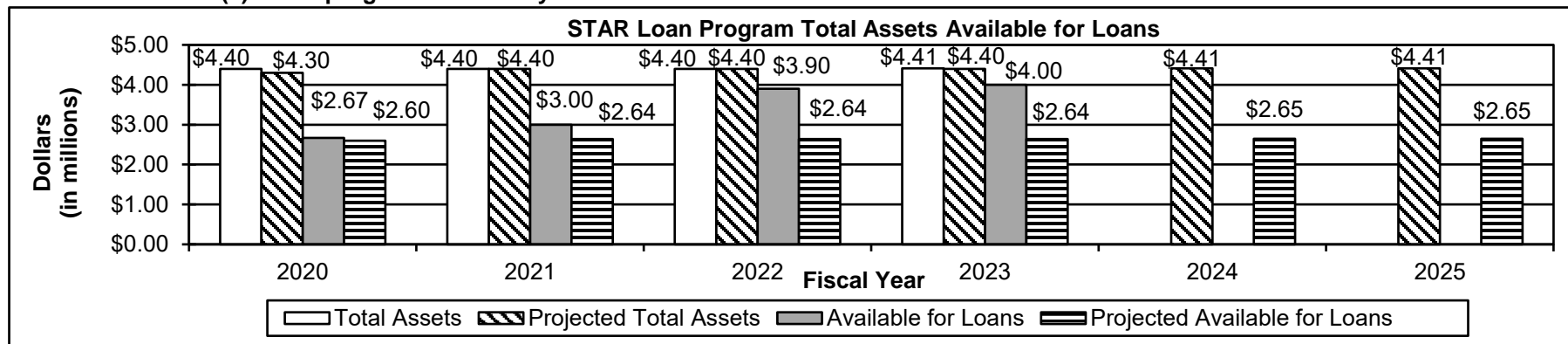
Department of Transportation

HB Section(s): 4.485

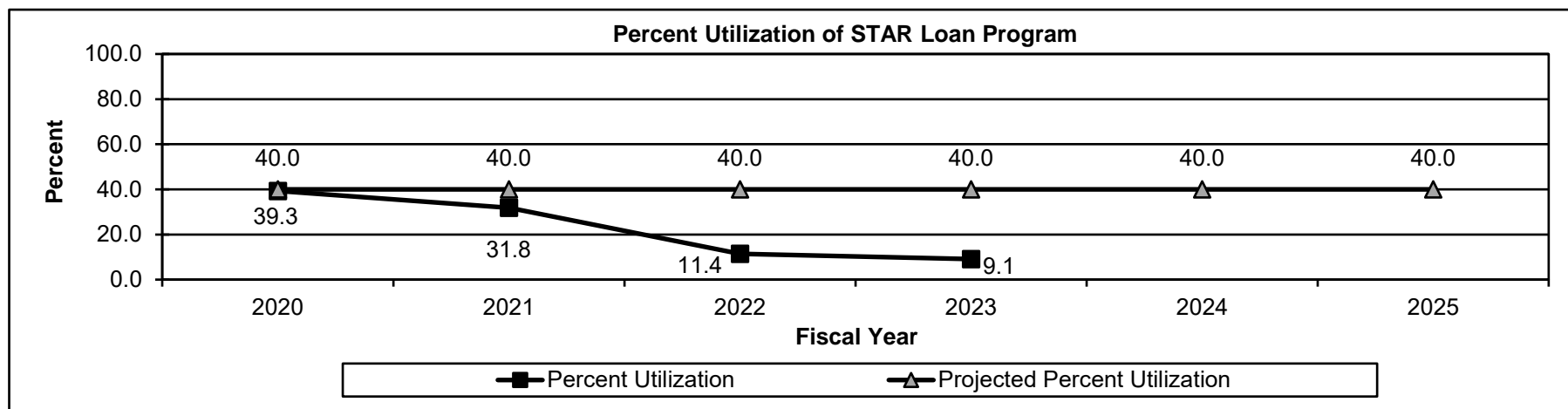
Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections for total assets are based on the total assets in 2023. The 2024 and 2025 projections for assets available for loans are based on the department's goal of 40 percent utilization.



The 2024 and 2025 projections are based on the department's desired goal of 40 percent utilization.

PROGRAM DESCRIPTION

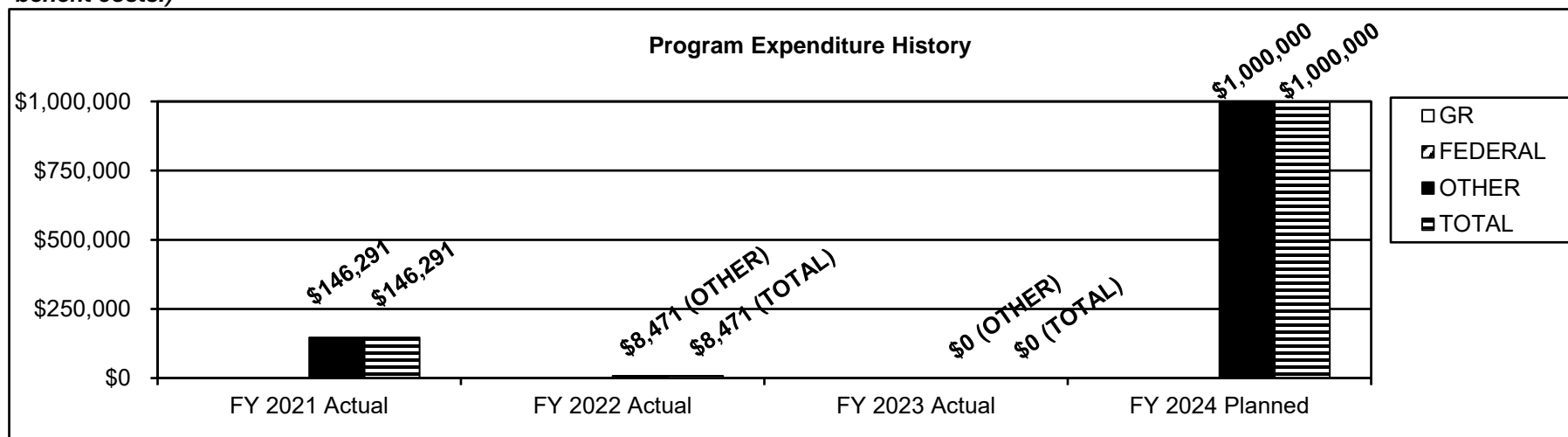
Department of Transportation

HB Section(s): 4.485

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Assistance Revolving Fund (0841)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.191, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
TRANSIT FUNDS FOR STATE								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	6,790,000	0.00	10,000,000	0.00	10,000,000	0.00	0	0.00
STATE TRANSPORTATION FUND	1,710,875	0.00	1,710,875	0.00	1,710,875	0.00	0	0.00
TOTAL - PD	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	0	0.00
TOTAL	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	0	0.00
GRAND TOTAL	\$8,500,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00	\$0	0.00

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CORE DECISION ITEM

Department of Transportation					Budget Unit: Multimodal Operations				
Division: Multimodal Operations									
Core: Transit Funds for State					HB Section: 4.490				
1. CORE FINANCIAL SUMMARY									
FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	10,000,000	0	1,710,875	11,710,875	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	10,000,000	0	1,710,875	11,710,875	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Transportation Fund (0675)					Other Funds:				
2. CORE DESCRIPTION									
This state funded program provides operating assistance to 32 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2025. The funding helps maintain some level of assistance to the public transportation providers in Missouri.									
3. PROGRAM LISTING (list programs included in this core funding)									
Once the applications are received, grants will be awarded according to the specified criteria in 7 CSR 10-7.030. The program listing below shows the allocations for fiscal year 2024. The program listing for 2025 will not be available until fall of 2024.									
Public Transit Provider		Total Amount			Public Transit Provider		Total Amount		
Bi-State Metro (St. Louis)		\$4,951,770			Cape Girardeau County Transit Authority		\$73,985		
City of St. Charles		\$56,799			City of Columbia		\$185,702		
City of Independence		\$105,206			City of Jefferson		\$68,478		
KCATA (Kansas City)		\$2,133,064			City of Joplin		\$74,987		
Kansas City Streetcar		\$431,797			City of St. Joseph		\$178,841		
Springfield (City Utilities)		\$297,528			Sub-Total Small Urban		\$581,993		
Sub-Total Large Metro Areas		\$7,976,163							

CORE DECISION ITEM

Department of Transportation		Budget Unit:	Multimodal Operations
Division: Multimodal Operations			
Core: Transit Funds for State		HB Section:	4.490
Public Transportation Provider	Total Amount		
Cape Girardeau County Transit Authority (rural)	\$60,564		
City of Bloomfield	\$7,257		
City of Carthage	\$14,165		
City of Clinton	\$14,395		
City of Eldorado Springs	\$10,532		
City of Excelsior Springs	\$15,431		
City of Houston	\$8,480		
City of Lamar	\$10,731		
City of Mt. Vernon	\$10,742		
City of Nevada	\$10,978		
City of New Madrid	\$9,296		
City of West Plains	\$16,406		
Dunklin County Transit Service, Inc.	\$30,699		
Licking Bridge Builders	\$7,499		
Macon Area Chamber of Commerce	\$6,953		
Mississippi County Transit System	\$19,781		
OATS, Inc. (rural)	\$2,033,799		
Ray County Transportation	\$49,673		
Ripley County Transit	\$20,800		
Scott County Transportation System	\$20,035		
SERVE	\$44,319		
SMTS, Inc.	\$430,185		
Sub-Total Rural Transit	\$2,852,719		
Total	\$11,410,875		

CORE DECISION ITEM

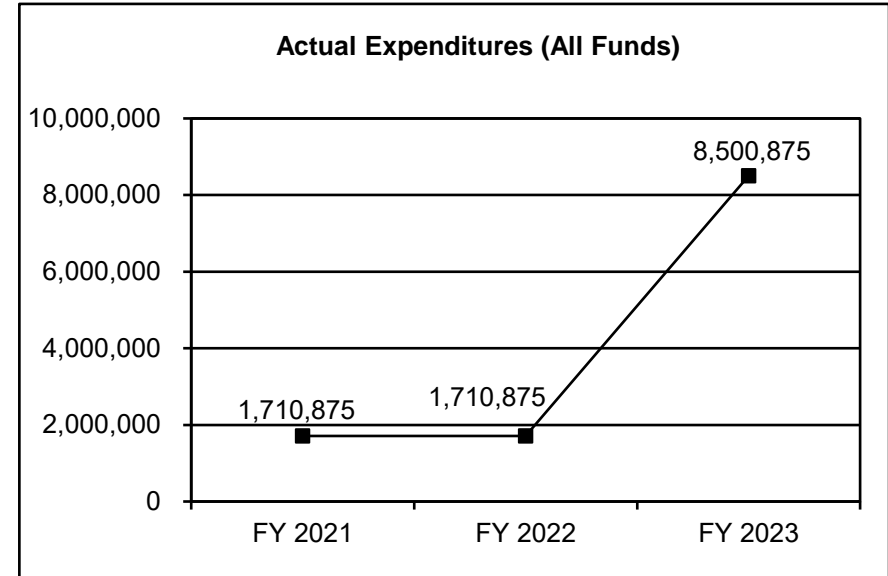
Department of Transportation
Division: Multimodal Operations
Core: Transit Funds for State

Budget Unit: Multimodal Operations

HB Section: 4.490

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,710,875	1,710,875	8,710,875	11,710,875
Less Reverted (All Funds)	0	0	(210,000)	(300,000)
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,710,875	1,710,875	8,500,875	N/A
Actual Expenditures (All Funds)	1,710,875	1,710,875	8,500,875	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

TRANSIT FUNDS FOR STATE

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	
DEPARTMENT CORE REQUEST							
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	10,000,000	0	1,710,875	11,710,875	
	Total	0.00	10,000,000	0	1,710,875	11,710,875	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
TRANSIT FUNDS FOR STATE								
CORE								
PROGRAM DISTRIBUTIONS	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	0	0.00
TOTAL - PD	8,500,875	0.00	11,710,875	0.00	11,710,875	0.00	0	0.00
GRAND TOTAL	\$8,500,875	0.00	\$11,710,875	0.00	\$11,710,875	0.00	\$0	0.00
GENERAL REVENUE	\$6,790,000	0.00	\$10,000,000	0.00	\$10,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$1,710,875	0.00	\$1,710,875	0.00	\$1,710,875	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

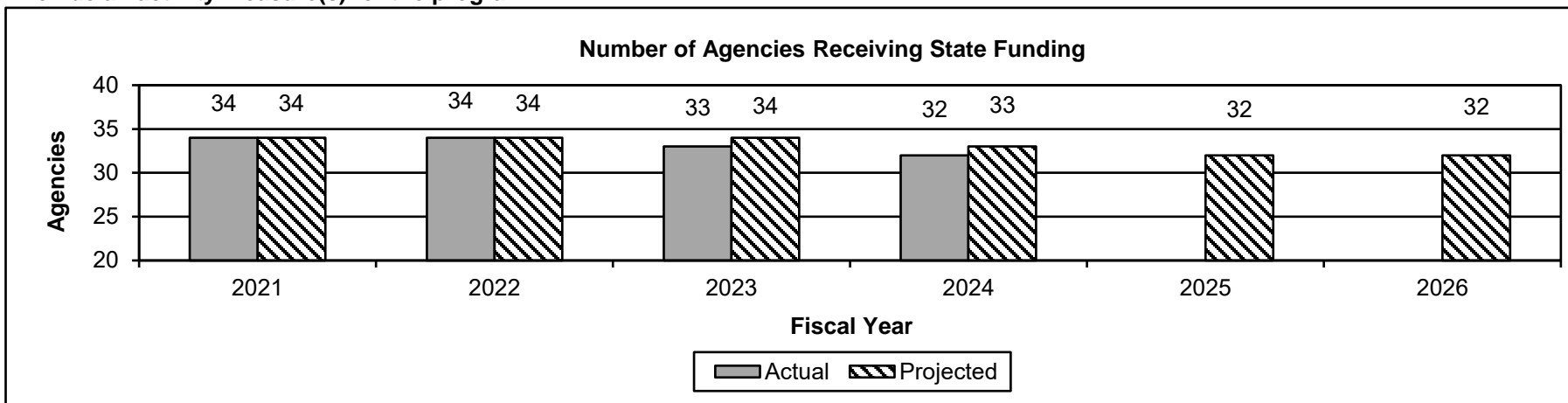
HB Section(s): 4.490

Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

1b. What does this program do?

This state funded program provides operating assistance to 32 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2024. The funding helps maintain some level of assistance to the public transportation providers in Missouri.

2a. Provide an activity measure(s) for the program.

The 2025 and 2026 projections are based on the number of agencies receiving funding currently in 2024.

PROGRAM DESCRIPTION

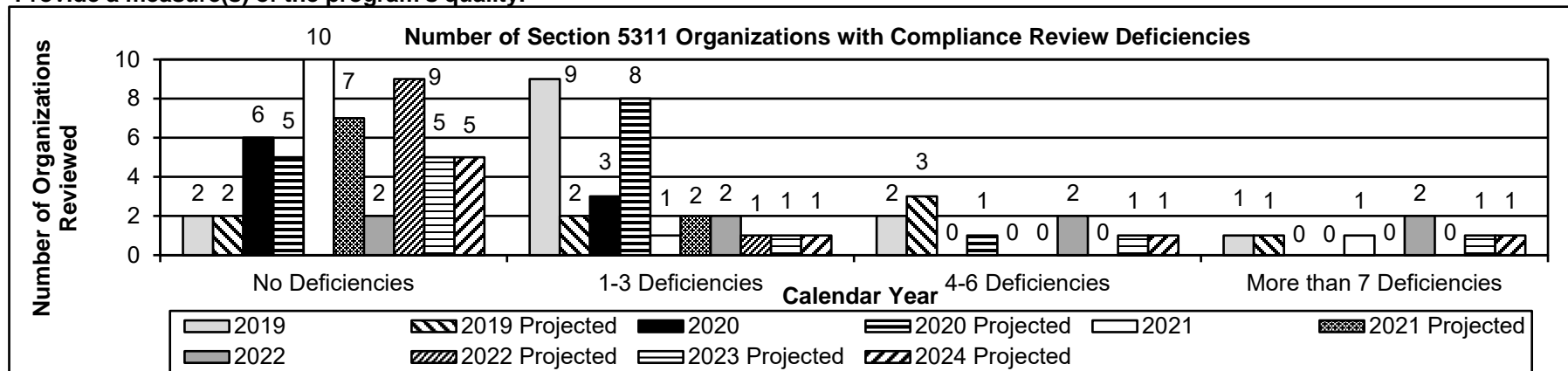
Department of Transportation

HB Section(s): 4.490

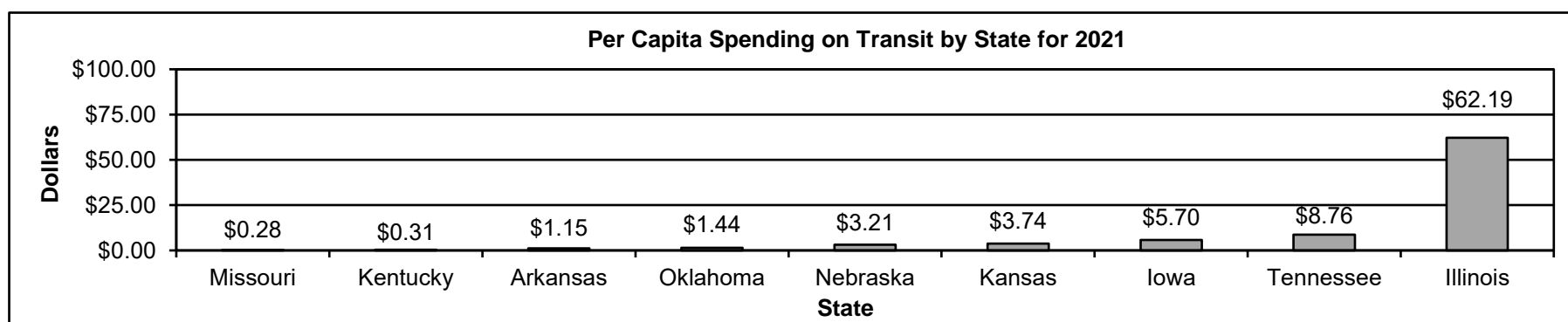
Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

PROGRAM DESCRIPTION

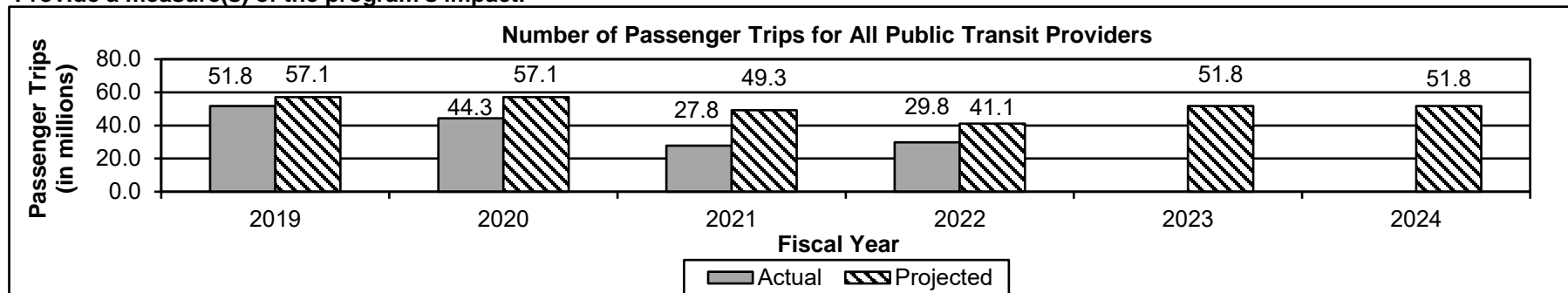
Department of Transportation

HB Section(s): 4.490

Program Name: Transit Funds for State

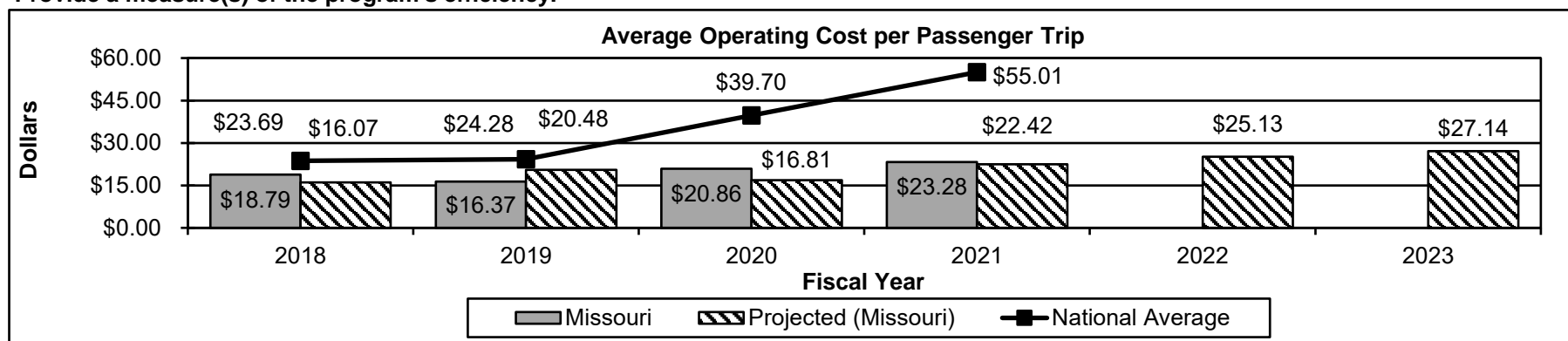
Program is found in the following core budget(s): Transit Funds for State

2c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2019. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2022 will not be available until fall of 2023. The fiscal year 2022 and 2023 projections are based on average growth from 2018 to 2021.

PROGRAM DESCRIPTION

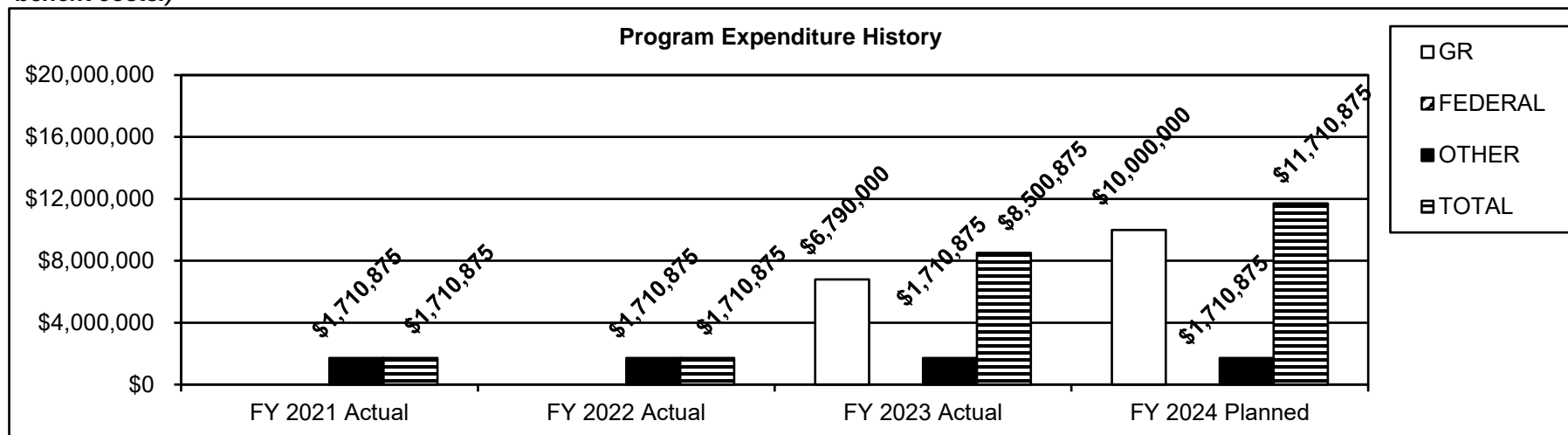
Department of Transportation

HB Section(s): 4.490

Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution, 226.195 and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

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DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
FEDERAL TRANSIT ASSIST									
CORE									
EXPENSE & EQUIPMENT									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	840,000	0.00	0	0.00	
TOTAL - EE	0	0.00	0	0.00	840,000	0.00	0	0.00	
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	60,360,000	0.00	0	0.00	
MODOT FEDERAL STIMULUS	0	0.00	0	0.00	10,000,000	0.00	0	0.00	
MODOT FEDERAL STIM 2021 FUND	0	0.00	0	0.00	9,328,467	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	79,688,467	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	80,528,467	0.00	0	0.00	
Public Transit Grants NDI - 1605007									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	9,000,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	9,000,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	9,000,000	0.00	0	0.00	
Bus and Bus Facilities NDI - 1605013									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	500,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	500,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	500,000	0.00	0	0.00	
GRAND TOTAL	\$0	0.00	\$0	0.00	\$90,028,467	0.00	\$0	0.00	

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
CAPITAL IMPR - SEC 5310 (16)								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	300,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	300,000	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
TOTAL	593,294	0.00	14,300,000	0.00	0	0.00	0	0.00
CI for Elderly Transit NDI - 1605014								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	6,000,000	0.00	0	0.00
GRAND TOTAL	\$593,294	0.00	\$14,300,000	0.00	\$6,000,000	0.00	\$0	0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RURAL FORMULA TRANSIT GRANTS								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	877,160	0.00	510,645	0.00	0	0.00	0	0.00
TOTAL - EE	877,160	0.00	510,645	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	13,021,257	0.00	30,489,355	0.00	0	0.00	0	0.00
MODOT FEDERAL STIMULUS	14,003,008	0.00	18,000,000	0.00	0	0.00	0	0.00
MODOT FEDERAL STIM 2021 FUND	3,575,224	0.00	12,903,690	0.00	0	0.00	0	0.00
TOTAL - PD	30,599,489	0.00	61,393,045	0.00	0	0.00	0	0.00
TOTAL	31,476,649	0.00	61,903,690	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00	\$0	0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
CAP GRANTS-SEC 5309 (SEC 3)								
CORE								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00	\$0	0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PLANNING GRANTS-SEC 5303 (8)								
CORE								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
TOTAL - PD	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
TOTAL	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00	\$0	0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BUS & BUS FACILITY TRNSIT GRNT								
CORE								
EXPENSE & EQUIPMENT								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	29,355	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	29,355	0.00	0	0.00	0	0.00
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
TOTAL - PD	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
TOTAL	1,182,312	0.00	13,900,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00	\$0	0.00

CORE DECISION ITEM

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
Core: Federal Transit Assistance	HB Section: <u>4.495</u>

1. CORE FINANCIAL SUMMARY

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	840,000	0	840,000
PSD	0	79,688,467	0	79,688,467
TRF	0	0	0	0
Total	0	80,528,467	0	80,528,467

FTE **0.00** **0.00** **0.00** **0.00**

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE **0.00** **0.00** **0.00** **0.00**

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

2. CORE DESCRIPTION

This program provides federal funding to support the public transit system by providing planning, capital and operating assistance to transit providers throughout the state of Missouri. Most of this funding is granted to providers through an application or formula process.

3. PROGRAM LISTING (list programs Included in this core funding)

This funding includes the following transit programs:

Capital Improvement for Elderly Transit Section 5310
Formula Transit Grants for Rural Areas
National Discretionary Capital Grants Section 5309

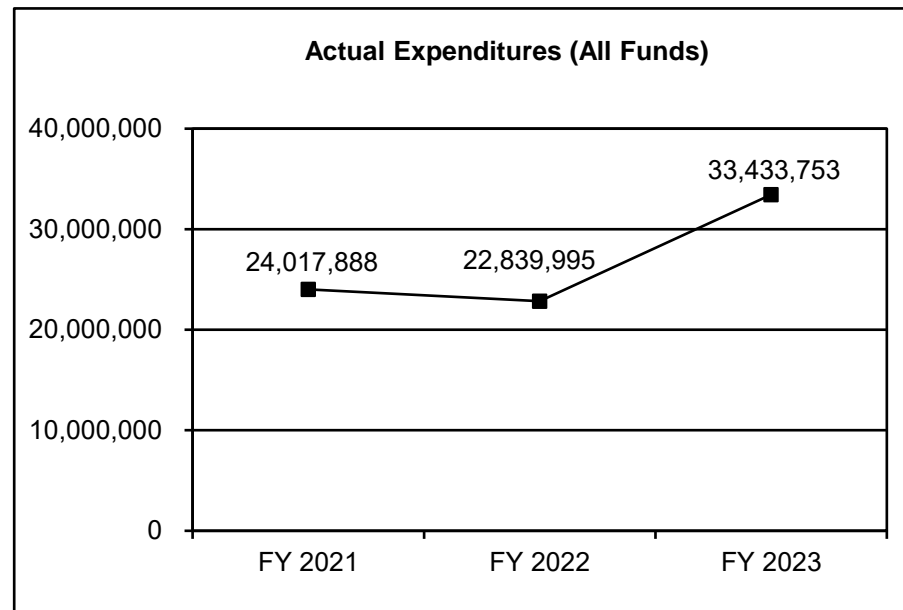
Metropolitan & Statewide Planning Grants Section 5303 and 5304
Bus and Bus Facility Transit Grants

CORE DECISION ITEM

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
Core: Federal Transit Assistance	HB Section: <u>4.495</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	116,220,760	116,420,760	135,874,450	92,603,690
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	116,220,760	116,420,760	135,874,450	N/A
Actual Expenditures (All Funds)	24,017,888	22,839,995	33,433,753	N/A
Unexpended (All Funds)	92,202,872	93,580,765	102,440,697	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	92,202,872	93,580,765	102,440,697	N/A
Other	0	0	0	N/A
	(1), (2)	(1), (2)	(1), (2)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$38.7 million	\$38.9 million	\$21.9 million

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**FEDERAL TRANSIT ASSIST**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#504]	EE	0.00	0	840,000	0	840,000	Reallocation of federal transit to one budget unit
Core Reallocation	[#504]	PD	0.00	0	79,688,467	0	79,688,467	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	80,528,467	0	80,528,467	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	840,000	0	840,000	
		PD	0.00	0	79,688,467	0	79,688,467	
		Total	0.00	0	80,528,467	0	80,528,467	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	840,000	0	840,000	
		PD	0.00	0	79,688,467	0	79,688,467	
		Total	0.00	0	80,528,467	0	80,528,467	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**CAPITAL IMPR - SEC 5310 (16)****5. CORE RECONCILIATION**

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	300,000	0	300,000	
		PD	0.00	0	14,000,000	0	14,000,000	
		Total	0.00	0	14,300,000	0	14,300,000	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#492]	EE	0.00	0	(300,000)	0	(300,000)	Reallocation of federal transit to one budget unit
Core Reallocation	[#492]	PD	0.00	0	(14,000,000)	0	(14,000,000)	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	(14,300,000)	0	(14,300,000)	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
RURAL FORMULA TRANSIT GRANTS

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	510,645	0	510,645	
		PD	0.00	0	61,393,045	0	61,393,045	
		Total	0.00	0	61,903,690	0	61,903,690	
DEPARTMENT CORE ADJUSTMENTS								
Core Reduction	[#562]	PD	0.00	0	(11,575,223)	0	(11,575,223)	Rural Formula Transit Grants reduction for prior year expenditures
Core Reallocation	[#470]	EE	0.00	0	160,996	0	160,996	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#470]	PD	0.00	0	(160,996)	0	(160,996)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#496]	EE	0.00	0	(671,641)	0	(671,641)	Reallocation of federal transit to one budget unit
Core Reallocation	[#496]	PD	0.00	0	(49,656,826)	0	(49,656,826)	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	(61,903,690)	0	(61,903,690)	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**CAP GRANTS-SEC 5309 (SEC 3)**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
	PD		0.00	0	1,000,000	0	1,000,000	
	Total		0.00	0	1,000,000	0	1,000,000	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#499]	PD	0.00	0	(1,000,000)	0	(1,000,000)	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	(1,000,000)	0	(1,000,000)	
DEPARTMENT CORE REQUEST								
	PD		0.00	0	0	0	0	
	Total		0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
	PD		0.00	0	0	0	0	
	Total		0.00	0	0	0	0	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**PLANNING GRANTS-SEC 5303 (8)**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
	PD		0.00	0	1,500,000	0	1,500,000	
	Total		0.00	0	1,500,000	0	1,500,000	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#501]	PD	0.00	0	(1,500,000)	0	(1,500,000)	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	(1,500,000)	0	(1,500,000)	
DEPARTMENT CORE REQUEST								
	PD		0.00	0	0	0	0	
	Total		0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
	PD		0.00	0	0	0	0	
	Total		0.00	0	0	0	0	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
BUS & BUS FACILITY TRNSIT GRNT

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	29,355	0	29,355	
		PD	0.00	0	13,870,645	0	13,870,645	
		Total	0.00	0	13,900,000	0	13,900,000	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#556]	PD	0.00	0	(500,000)	0	(500,000)	Bus & Bus Facilities NDI one-time appropriation authority
Core Reallocation	[#474]	EE	0.00	0	(29,355)	0	(29,355)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#474]	PD	0.00	0	29,355	0	29,355	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#502]	PD	0.00	0	(13,400,000)	0	(13,400,000)	Reallocation of federal transit to one budget unit
NET DEPARTMENT CHANGES			0.00	0	(13,900,000)	0	(13,900,000)	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	0	0	0	
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL TRANSIT ASSIST								
CORE								
PROFESSIONAL DEVELOPMENT	0	0.00	0	0.00	16,000	0.00	0	0.00
PROFESSIONAL SERVICES	0	0.00	0	0.00	824,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	840,000	0.00	0	0.00
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	79,520,467	0.00	0	0.00
REFUNDS	0	0.00	0	0.00	168,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	79,688,467	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$80,528,467	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$80,528,467	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
CAPITAL IMPR - SEC 5310 (16)								
CORE								
PROFESSIONAL SERVICES	0	0.00	300,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	300,000	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	593,294	0.00	14,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$593,294	0.00	\$14,300,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$593,294	0.00	\$14,300,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RURAL FORMULA TRANSIT GRANTS								
CORE								
PROFESSIONAL DEVELOPMENT	0	0.00	14,867	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	877,160	0.00	495,778	0.00	0	0.00	0	0.00
TOTAL - EE	877,160	0.00	510,645	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	30,599,489	0.00	61,232,049	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	160,996	0.00	0	0.00	0	0.00
TOTAL - PD	30,599,489	0.00	61,393,045	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$31,476,649	0.00	\$61,903,690	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
CAP GRANTS-SEC 5309 (SEC 3)								
CORE								
PROGRAM DISTRIBUTIONS	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - PD	31,639	0.00	1,000,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$31,639	0.00	\$1,000,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PLANNING GRANTS-SEC 5303 (8)								
CORE								
PROGRAM DISTRIBUTIONS	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
TOTAL - PD	149,859	0.00	1,500,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$149,859	0.00	\$1,500,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
BUS & BUS FACILITY TRNSIT GRNT								
CORE								
PROFESSIONAL DEVELOPMENT	0	0.00	1,133	0.00	0	0.00	0	0.00
PROFESSIONAL SERVICES	0	0.00	28,222	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	29,355	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	1,182,312	0.00	13,863,641	0.00	0	0.00	0	0.00
REFUNDS	0	0.00	7,004	0.00	0	0.00	0	0.00
TOTAL - PD	1,182,312	0.00	13,870,645	0.00	0	0.00	0	0.00
GRAND TOTAL	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$1,182,312	0.00	\$13,900,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: CI - Elderly & Disab. Transit Sec. 5310Program is found in the following core budget(s): Federal Transit Assistance**1a. What strategic priority does this program address?**

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. MoDOT administers the Section 5310 program as a capital and operating program for such agencies as developmental disability resource boards (Senate Bill 40 boards), sheltered workshops, senior citizen services boards (House Bill 351 boards), senior centers, as well as, not-for-profit medical service agencies. Projects funded under this program must be derived from a locally developed Coordinated Public Transit - Human Services Transportation Plan. Funding is based on yearly applications submitted to MoDOT.

Eligible organizations:

Access II Independent Living Center

Adult Activity Personal Training, Inc.

All About Family 1

Alternative Community Training

Amanda Luckett Murphy Hopewell Center

Audrain Developmental Disability Services

Arthur Center - East Central Missouri BHS, Inc.

Barry-Lawrence Developmental Center

Big Spring Sheltered Workshop, Inc.

Boonslick Regional Planning Commission

Bootheel Counseling Services

Bootheel Regional Planning Commission

Cape Girardeau Community Sheltered Workshop, Inc.

Cape Girardeau County Transit Authority

Cardinal Ritter Senior Services

Casco Area Workshop, Inc.

Center for the Developmentally Disabled

Center for Head Injury Services

Center for Human Services

Champ Clark Associates for Challenged Citizens

Chariton County Sheltered Workshop

Choices for People Center for Citizens with Disabilities, Inc.

City of Bellefontaine Neighbors

City of Hazelwood

City of Jefferson, Missouri/Jefftran

City of Jennings

City of Maplewood

City of St Charles

City of Sugar Creek

City Seniors, Inc.

Clinco Sheltered Industries

Cole County Residential Services

Community Counseling Center

Community Living, Inc.

Community Opportunities for People with Developmental Disabilities

Community Sheltered Workshop, Inc.

Compass Health: Pathways Community Behavioral Healthcare, Inc.

Compass Health: Pathways Psychiatric Hospital

Compass Health: Crider Health Center

Compass Health: Pathways Community Behavioral Healthcare, Inc.

Crawford County Board for People with Developmental Disabilities

Current River Sheltered Workshop

Developmental Disability Services of Jackson County

Developmental Services of Franklin County, Inc.

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

Disability Resource Associates	Livingston County Nursing Home District
Dunklin County Transit Services	Macon County Commission for Developmental Disabled Citizens
Easter Seals Midwest	Macon County Sheltered Workshop
Emmaus Homes, Inc.	Manufacturers Assistance Group
Enrichment Services of Dent County	Marion County Services, Inc.
Families & Friends of Developmentally Disabled In Grundy	Mark Twain Association for Mental Health, Inc.
Family Guidance Center for Behavioral Health	Mattie Rhodes Memorial Society
Five Star Senior Center, Inc.	Meramec Regional Planning Commission
Fun & Friends of Thayer Area	Metropolitan Senior Citizens
Gambrill Gardens	Miller County Board for Services for Developmentally Disabled
Gateway Chapter Paralyzed Veterans of America, Inc.	Moniteau County Senate Bill 40 Board
Gateway Industries of Eldon	Monroe City Sheltered Workshop
Good Shepherd Nursing Home District	Montgomery County Senate Bill 40 Board
Great Circle	New Horizons Community Support Services
Guadalupe Center, Inc.	North Central Missouri Mental Health Center
Harrison County Sheltered Workshop Association	Northside Youth and Senior Service Center, Inc.
Harry S. Truman Children's Neurological Center	Northwest Missouri Industries, Inc.
Heartland Health System	OATS, Inc.
Ideal Apartment Housing	Opportunity Workshop, Inc.
Independence Center	Osage County Community Living, Inc.
Independent Living Center, Inc.	Ozark Center
ITN St. Charles	Ozarks Medical Center - Behavioral Health
Jasper County Sheltered Facilities Association	Ozark Senior Center
Jewish Community Centers Association	Ozark Valleys Community Services
Johnson County Board of Services	Paraquad, Inc.
Knox County Nursing Home District	Pemiscot Progressive Industries, Inc.
Laplata Nursing Home District	Peter & Paul Community Service
Lafayette County Board of Sheltered Services	Phelps County Regional Medical Center
Lake of the Ozarks Developmental Center	Pike County Agency for Developmental Disabilities
Learning Opportunities/Quality Works, Inc.	Pine View Manor
Life Unlimited	Places For People, Inc.
Life Center for Independent Living	Platte County Board of Services for Developmentally Disabled
Living Community of St. Joseph	Pony Bird, Inc.

PROGRAM DESCRIPTION

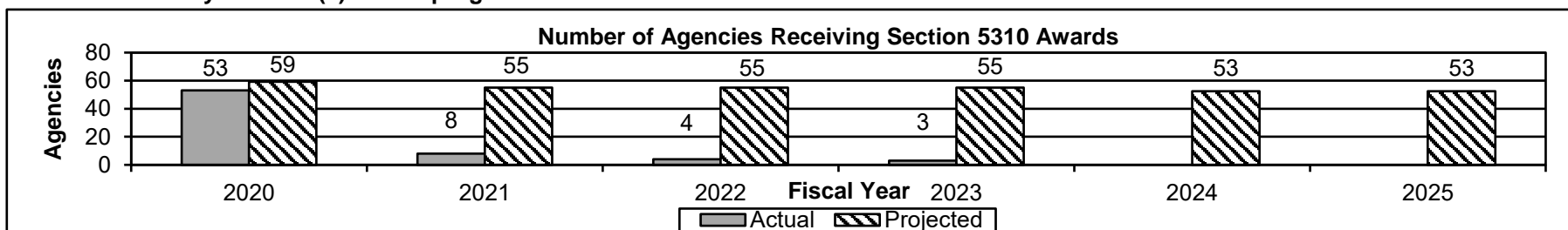
Department of Transportation

HB Section(s): 4.495Program Name: **CI - Elderly & Disab. Transit Sec. 5310**Program is found in the following core budget(s): **Federal Transit Assistance**

Quality Industries of the Lake of the Ozarks, Inc.
 Rainbow Center for Communicative Disorders
 Ray County Board of Services for the Developmentally Disabled
 Ray County Transportation, Inc.
 Reynolds County Sheltered Workshop, Inc.
 Rolling Hills Creative Living, Inc.
 Ruth Jensen Village Residential Service
 Scenic Rivers Industries, Inc.
 Semo Alliance for Disabled Independence
 SERVE, Inc.
 Services for Extended Employment
 Sheltered Industries of the Meramec Valley
 Sherwood Center for Exceptional Children
 Southeast Missouri Transportation Service
 Southside Wellness Center
 St. Elizabeth Adult Day Care Center, Inc.
 St. Francois County Board for the Developmentally Disabled
 St. Louis ARC
 St. Louis Life

Stoddard County ARC
 Sunnyhill, Inc.
 Texas County Memorial Hospital
 The Arc of the Ozarks
 The Children's Place
 The Good Samaritan Independent Living, Inc.
 Tri-County Mental Health Services, Inc.
 Union Senior Center Transportation, Inc.
 Unique Services, Inc.
 United Enterprises, Inc.
 Unlimited Opportunities, Inc.
 Warren County Pathfinder
 Warren County Sheltered Workshop, Inc.
 Washington County Board for the Handicapped
 Web CO Custom Industries, Inc.
 West Vue, Inc.
 Willow Health Care, Inc.
 Worth County Convalescent Center

2a. Provide an activity measure(s) for the program.



Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the average number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

PROGRAM DESCRIPTION

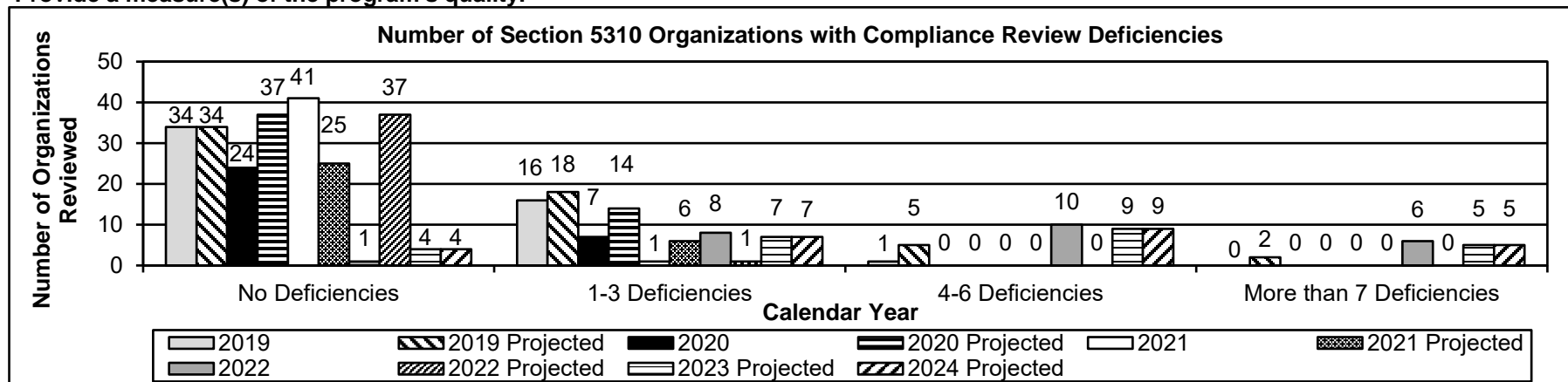
Department of Transportation

HB Section(s): 4.495

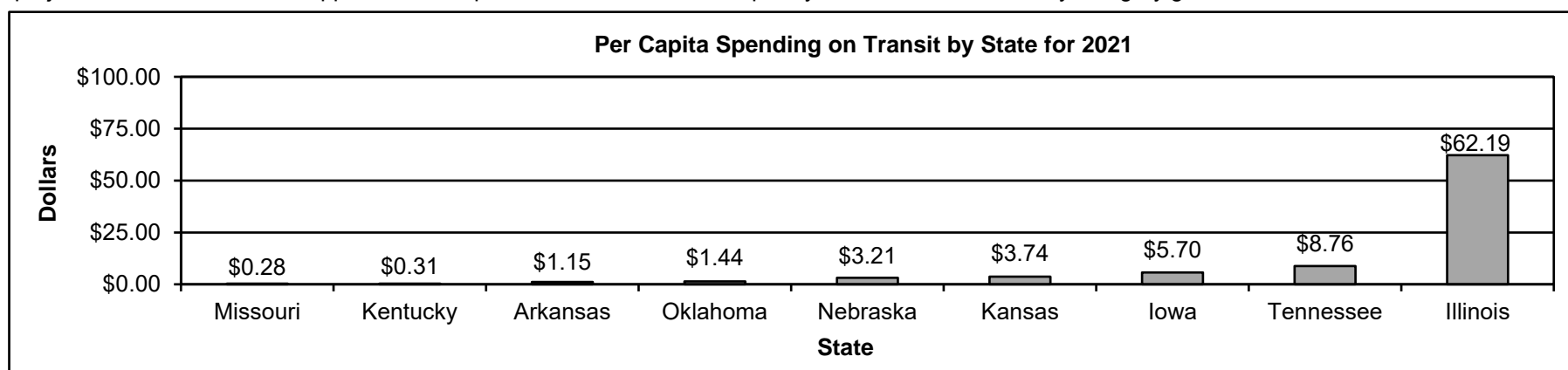
Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

2b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

PROGRAM DESCRIPTION

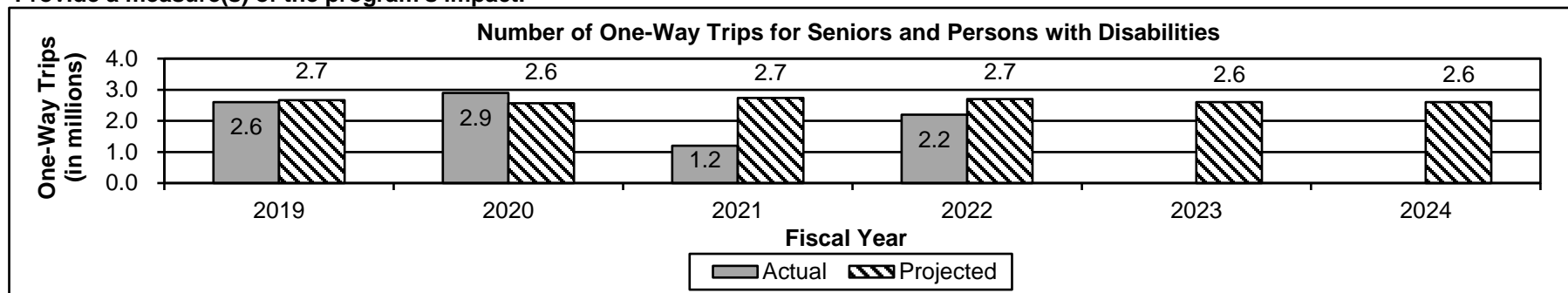
Department of Transportation

HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

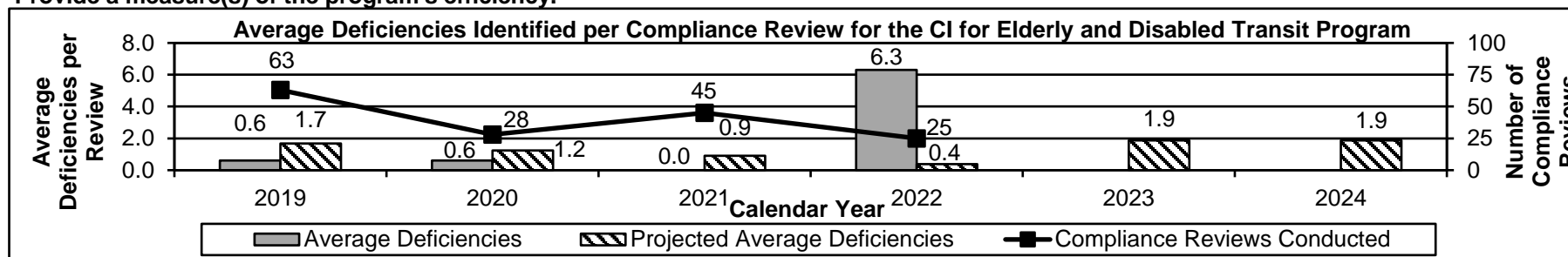
Program is found in the following core budget(s): Federal Transit Assistance

2c. Provide a measure(s) of the program's impact.



Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5304 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. In 2021, one-way trips declined significantly due to the COVID-19 pandemic. As a result, the 2023 and 2024 projections are based on ridership returning to 2019 ridership levels. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

2d. Provide a measure(s) of the program's efficiency.



Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Compliance reviews at a minimum are conducted once every three years and based on risk-based approach. Note that on-site compliance reviews were shifted to virtual reviews in March of 2020, through 2021 due to the COVID-19 pandemic. The high rate of deficiencies in 2022 was the result of on-sight reviews resuming, resulting in finding many deficiencies in organizations across the board. Future deficiency rates are expected to return to pre-COVID-19 levels, so the 2023 and 2024 projections are based off of the average of the last four calendar years of deficiencies per review.

PROGRAM DESCRIPTION

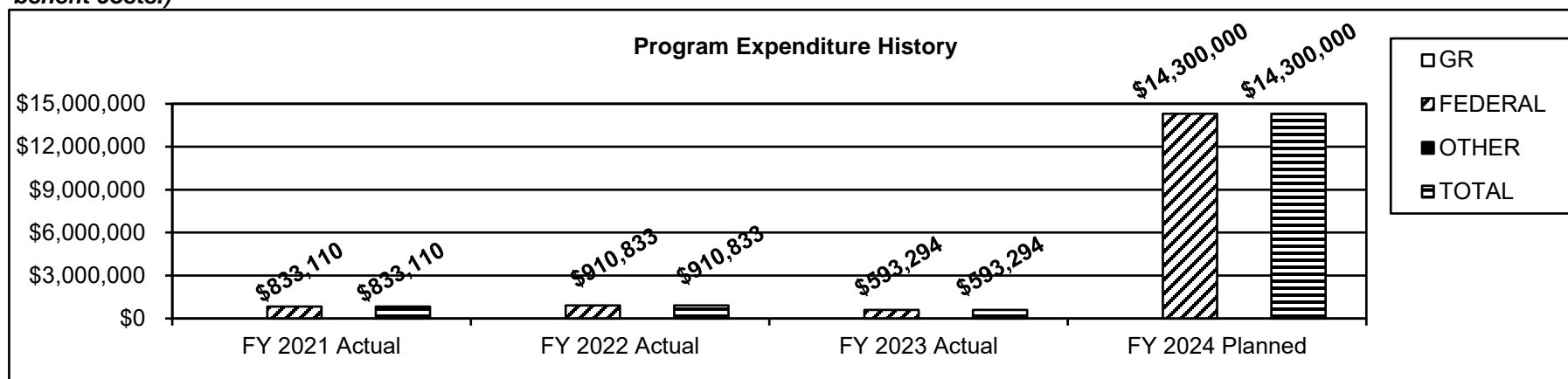
Department of Transportation

HB Section(s): 4.495

Program Name: CI - Elderly & Disab. Transit Sec. 5310

Program is found in the following core budget(s): Federal Transit Assistance

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5310 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, a 20 percent local fund match is required for capital projects and a 50 percent local funds match is required for operating projects.

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

Program is found in the following core budget(s): Federal Transit Assistance

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

These federal funds are distributed through an application process and provide planning, capital and operating assistance for access to medical care, social services and employment. Rural public transit providers and intercity bus carriers apply to MoDOT's Transit Section for these Section 5311 grants to carry out rural public transit related service, planning and capital projects. This program is used to maintain minimum levels of access to public transportation in non-urbanized areas and support rural municipal transit systems, including intercity bus services. The Federal Transit Administration provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Funding is based on yearly applications submitted to MoDOT. Requests for operating assistance are given priority over capital project requests. Once operating assistance is awarded, capital requests are reviewed for award, if funding is available. Operating assistance awards are based upon the applicant budget for the coming year compared to previous years expenditures.

Eligible providers include:

Burlington Trailways

Cape Girardeau County Transit Authority

City of Bloomfield

City of Carthage

City of Clinton

City of El Dorado Springs

City of Excelsior Springs

City of Houston

City of Lamar

City of Mt. Vernon

City of Nevada

City of New Madrid

City of West Plains

Dunklin County Transit Service, Inc.

Greyhound Lines, Inc.

Jefferson Lines

Licking Bridge Builders, Inc.

Macon Area Chamber of Commerce

Mississippi County Transit System

OATS, Inc.

Ray County Transportation, Inc.

Ripley County Transit, Inc.

Scott County Transit System, Inc.

SERVE, Inc.

SMTS, Inc.

Village Tours, Inc.

New Bourbon Regional Port Authority

PROGRAM DESCRIPTION

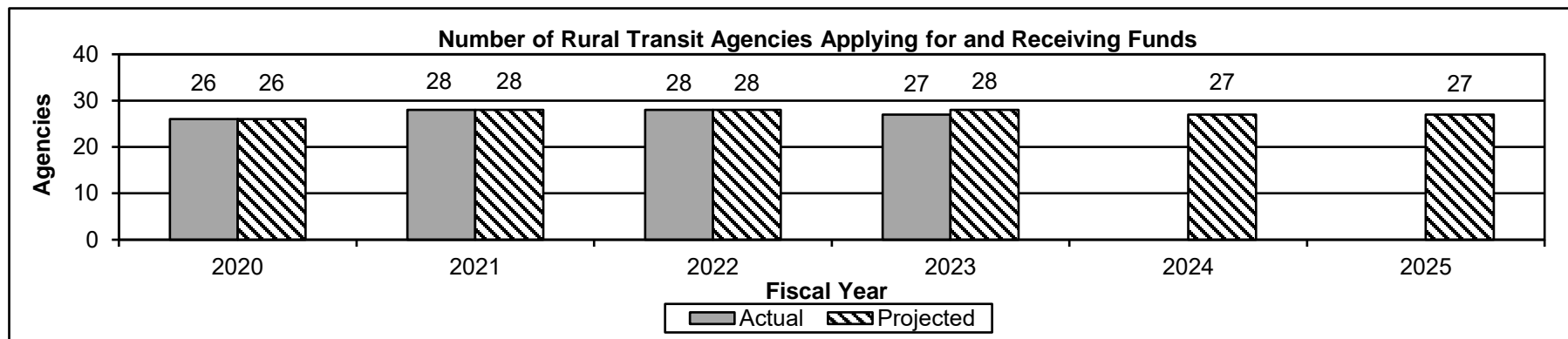
Department of Transportation

HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

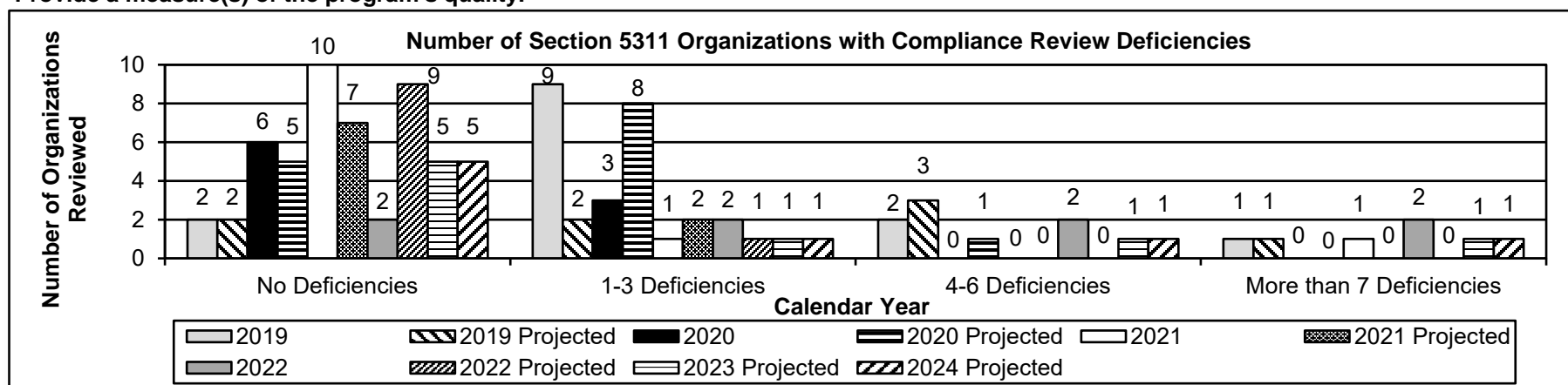
Program is found in the following core budget(s): Federal Transit Assistance

2a. Provide an activity measure(s) for the program.



The fiscal year 2024 and 2025 projections were based upon the participation of rural transit agencies in 2023.

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

PROGRAM DESCRIPTION

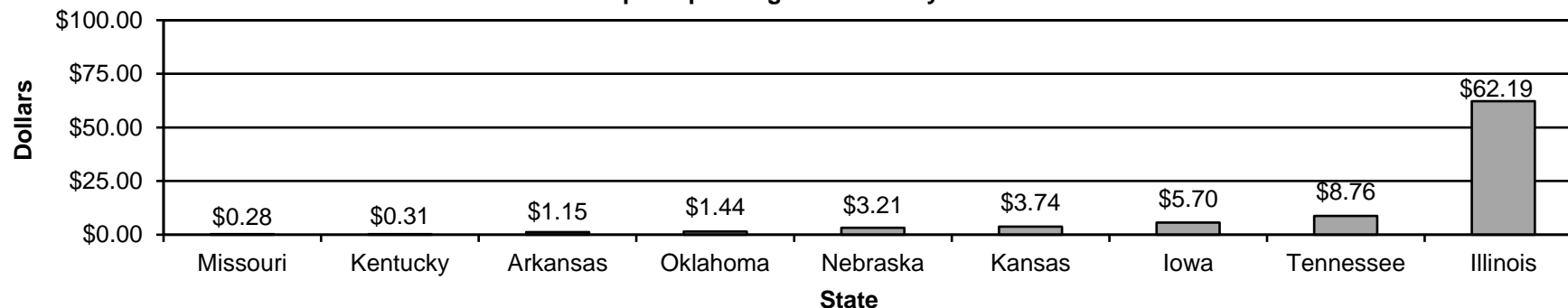
Department of Transportation

HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

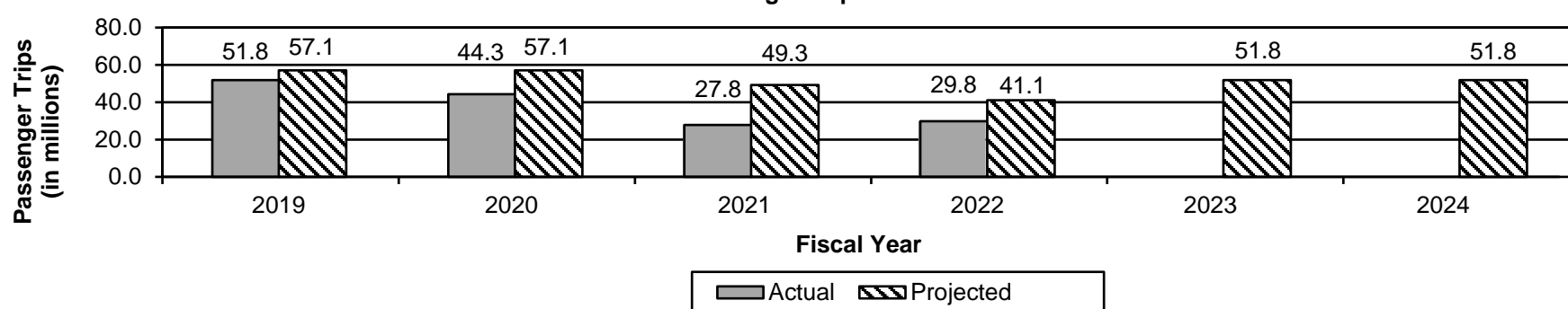
Program is found in the following core budget(s): Federal Transit Assistance

Per Capita Spending on Transit by State for 2021



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

Number of Passenger Trips for All Public Transit Providers



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2019. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

PROGRAM DESCRIPTION

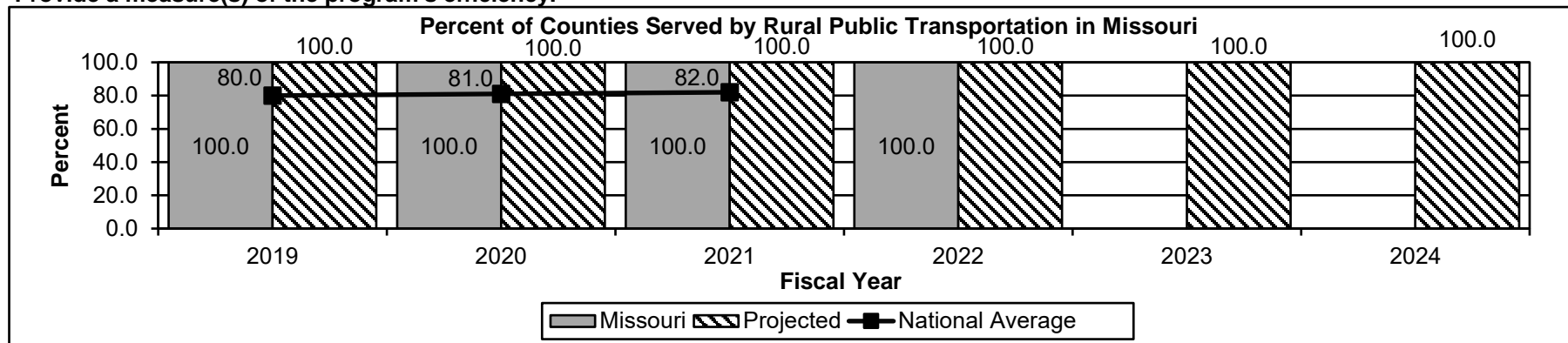
Department of Transportation

HB Section(s): 4.495

Program Name: Formula Transit Grants for Rural Areas - Section 5311

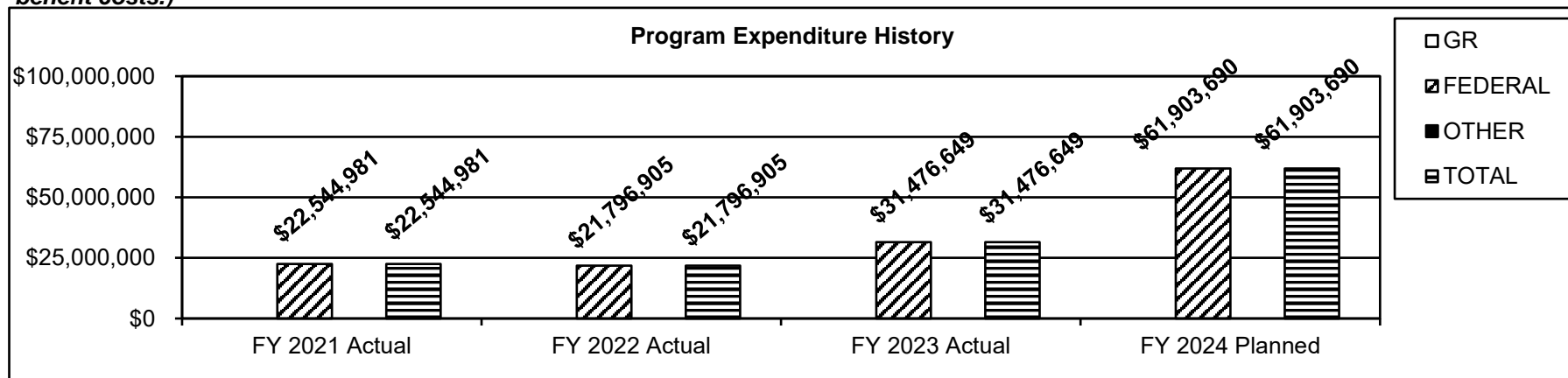
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2022 national average data and fiscal year 2023 data were not available at time of publication and will be released in fall of 2023.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: Formula Transit Grants for Rural Areas - Section 5311Program is found in the following core budget(s): Federal Transit Assistance**4. What are the sources of the "Other " funds?**

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title XII of Division B of the CARES Act, administered through Title 49 USC 5311-5 and Title 49 USC 5311 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, transit operating assistance requires a minimum 50 percent match of the individual program's net deficit (projected costs less projected fares). Transit capital assistance requires 20 - 50 percent matching funds. The CARES Act funding does not require any matching funds.

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance

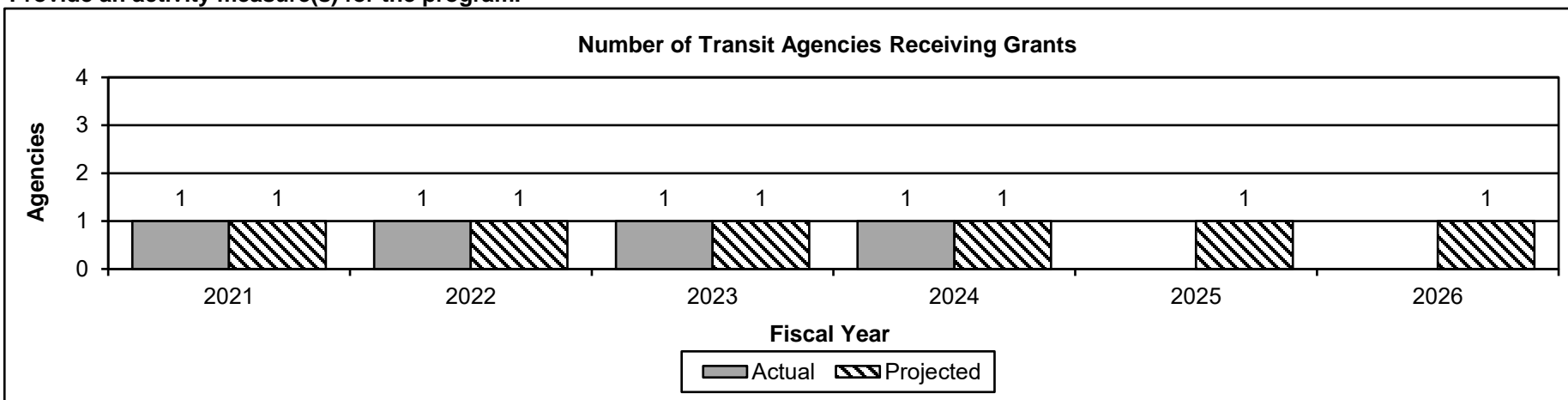
1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program funds the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services. The program was discontinued with MAP-21 and the remaining funding is being spent.

Remaining funds in the Section 5309 program consist of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for Intelligent Transportation System (ITS).

2a. Provide an activity measure(s) for the program.

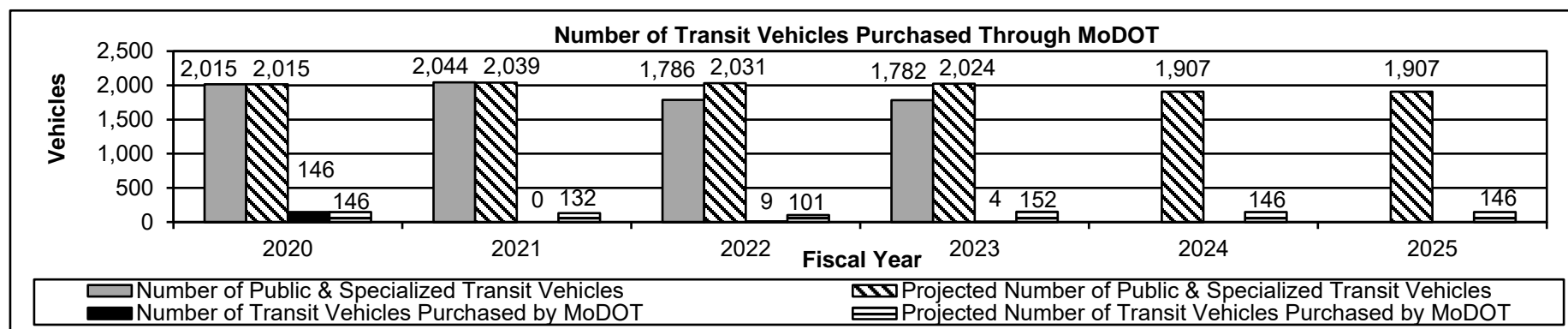
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

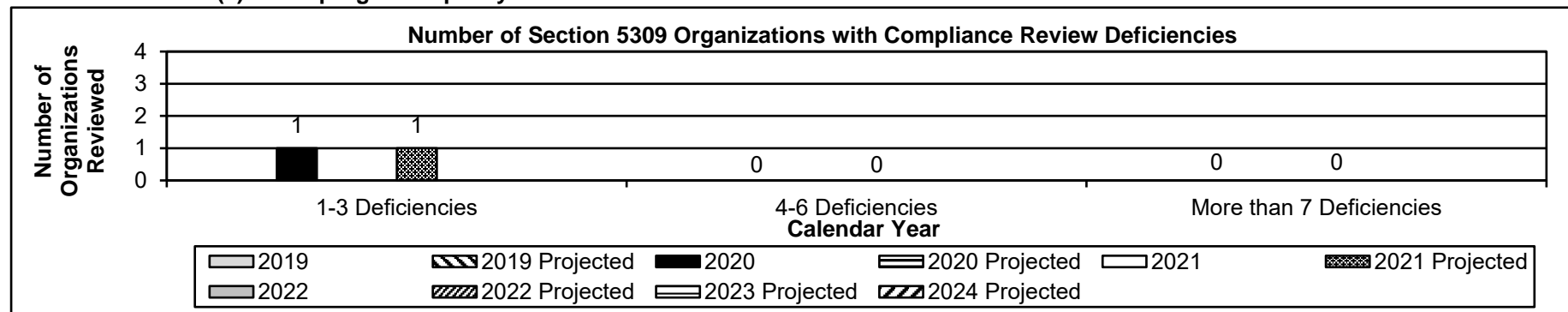
Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

PROGRAM DESCRIPTION

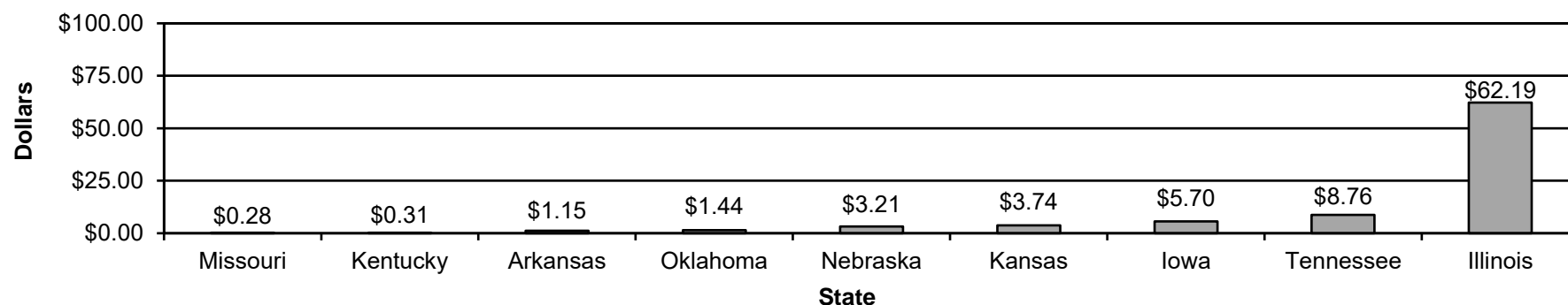
Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): Federal Transit Assistance

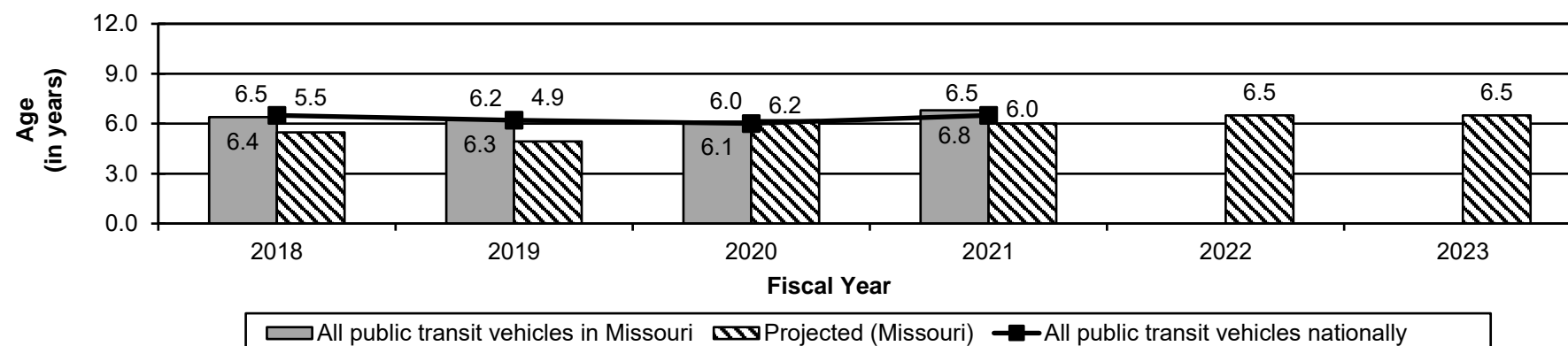
Per Capita Spending on Transit by State for 2021



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

2c. Provide a measure(s) of the program's impact.

Average Age of Public Transit Vehicles



This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication and will be released in fall of 2023. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

PROGRAM DESCRIPTION

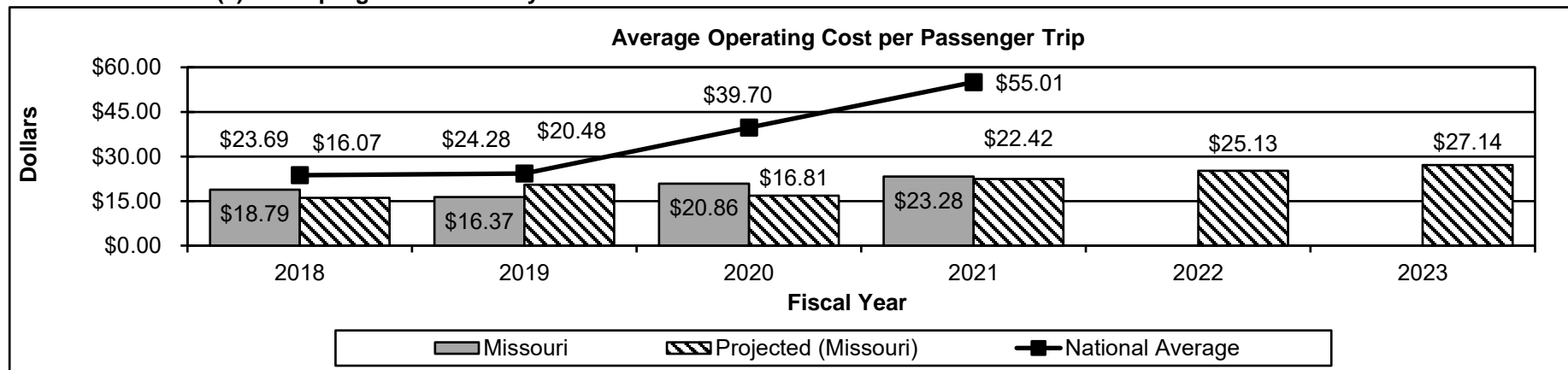
Department of Transportation

HB Section(s): 4.495

Program Name: National Disc. Capital Grants - Section 5309

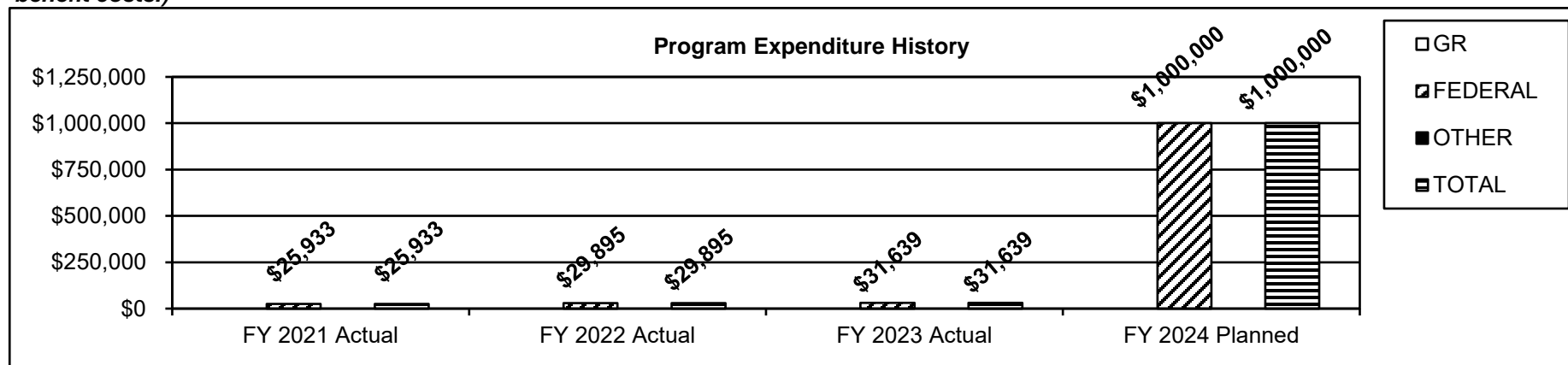
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. This data is from the National Transit Database administered by the Federal Transit Administration and data for 2022 will not be available until fall of 2023. The fiscal year 2022 and 2023 projections are based on average growth from 2018 to 2021.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: National Disc. Capital Grants - Section 5309Program is found in the following core budget(s): Federal Transit Assistance

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5309 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent of project funds must be non-federal matching funds.

7. Is this a federally mandated program? If yes, please explain.

No

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304Program is found in the following core budget(s): Federal Transit Assistance**1a. What strategic priority does this program address?**

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program allows for statewide transit planning and technical assistance activities grants for transit's partners which can be used for planning support, research and technical studies related to public transportation. Regional Planning Commissions (RPC) and Metropolitan Planning Organizations (MPO) utilize Section 5304 funds for updates to the Coordinated Public Transit Human Services Transportation Plans. These plans are updated every four years. These plans must be updated to allow subrecipients to apply for FTA Section 5310 funding within each area.

The following is the list of eligible Metropolitan Planning Organizations and Regional Planning Commissions organizations:

Boonslick Regional Planning Commission	Mid-Mo Regional Planning Commission
Bootheel Regional Planning & Economic Development Commission	Missouri Public Transit Association
Capital Area Metropolitan Planning Organization	Mo-Kan Regional Council
Columbia Area Transportation Study Organization	Northeast Missouri Regional Planning Commission
East-West Gateway Council of Governments	Northwest Missouri Regional Council of Governments
Green Hills Regional Planning Commission	Ozark Foothills Regional Planning Commission
Harry S. Truman Coordinating Council	Ozark Transportation Organization
Joplin Area Transportation Study Organization	Pioneer Trails Regional Planning Commission
Kaysinger Basin Regional Planning Commission	South Central Ozark Council of Governments
Lake of the Ozarks Council of Local Governments	Southeast Metropolitan Planning Organization
Mark Twain Regional Council of Governments	Southeast Missouri Regional Planning & Economic Development Commission
Meramec Regional Planning Commission	Southwest Missouri Council of Governments
Mid-America Regional Council	St. Joseph Area Transportation Study Organization

PROGRAM DESCRIPTION

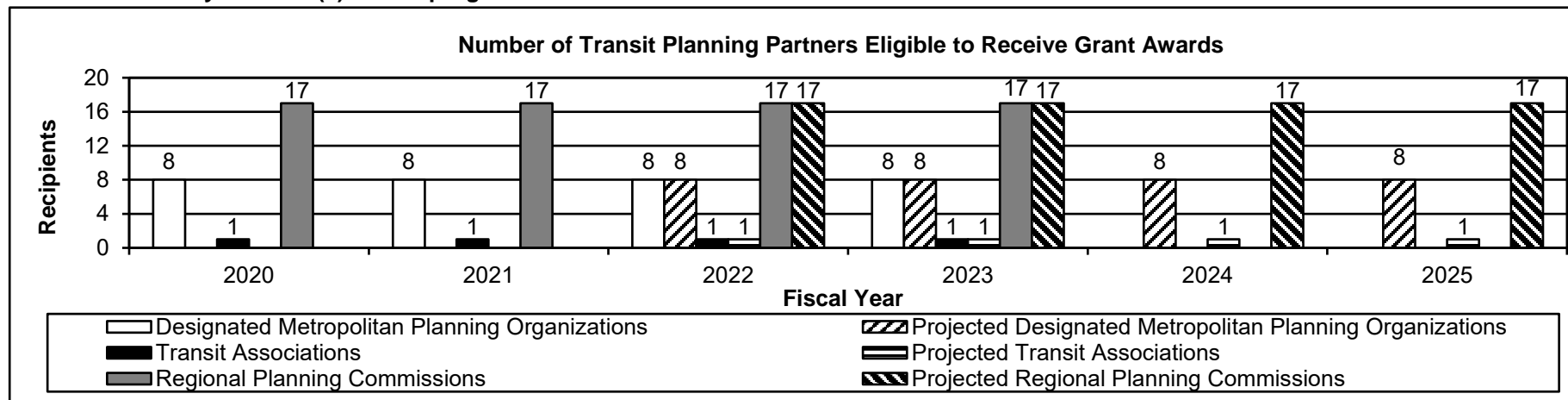
Department of Transportation

HB Section(s): 4.495

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

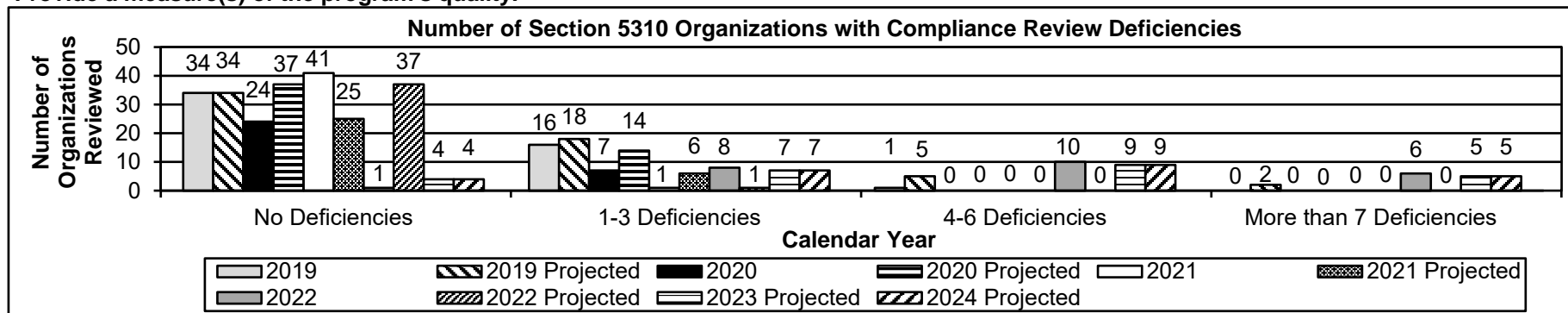
Program is found in the following core budget(s): Federal Transit Assistance

2a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of planning partners eligible to receive awards in 2023.

2b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

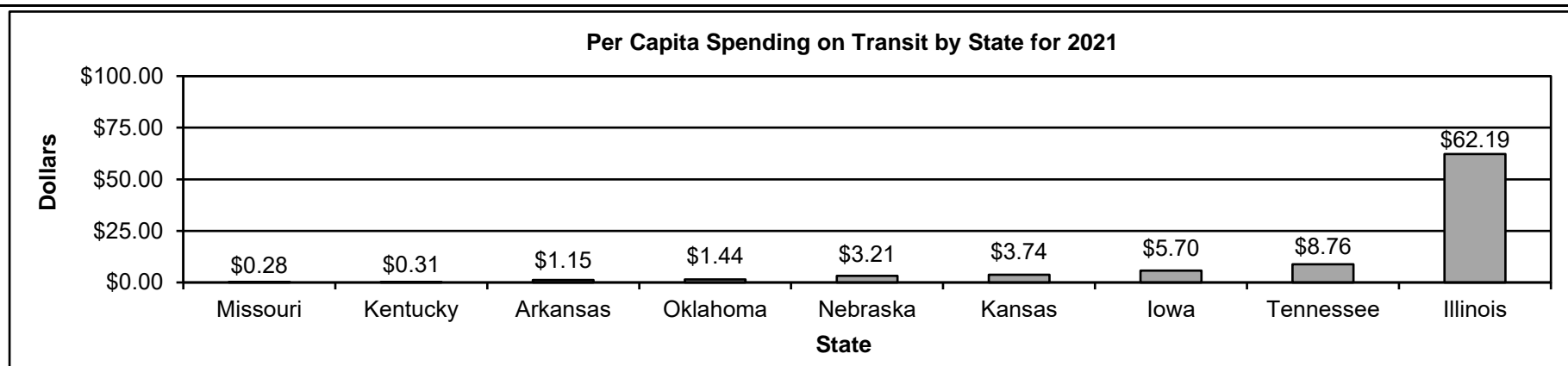
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

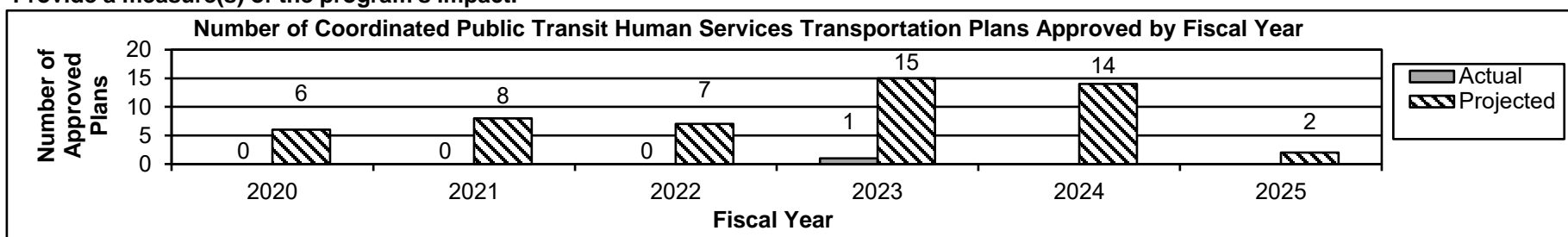
Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

Program is found in the following core budget(s): Federal Transit Assistance



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

2c. Provide a measure(s) of the program's impact.



The Section 5303 and 5304 program is directly tied to the Section 5310 program. Federal transit law, as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) transportation act, requires that projects selected for funding under the Section 5310 program be included in a locally developed, coordinated public transit human services transportation plan and the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation, human services providers and other members of the public. The plans identify the transportation needs of individuals with disabilities, seniors and people with low incomes; provide strategies for meeting local needs; and prioritize transportation services and projects for funding and implementation. Local plans may be developed on a local, regional or statewide level. The plans approved are for both rural and metropolitan planning organizations as well as the Missouri Public Transit Association. Plans for metropolitan areas are updated every four years and plans for rural areas every five years. The number of plans approved for 2023 was less due to staffing changes in area planning organizations. The 2024 and 2025 projections are based on the number of plans due for renewal.

PROGRAM DESCRIPTION

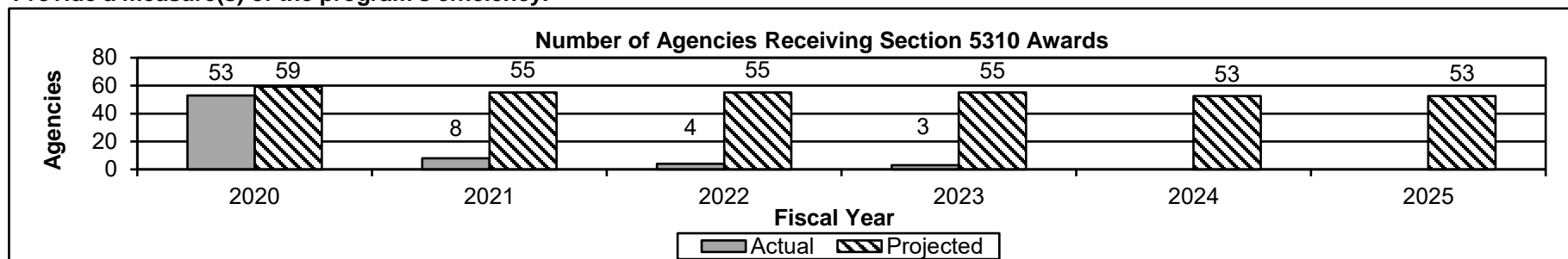
Department of Transportation

HB Section(s): 4.495

Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304

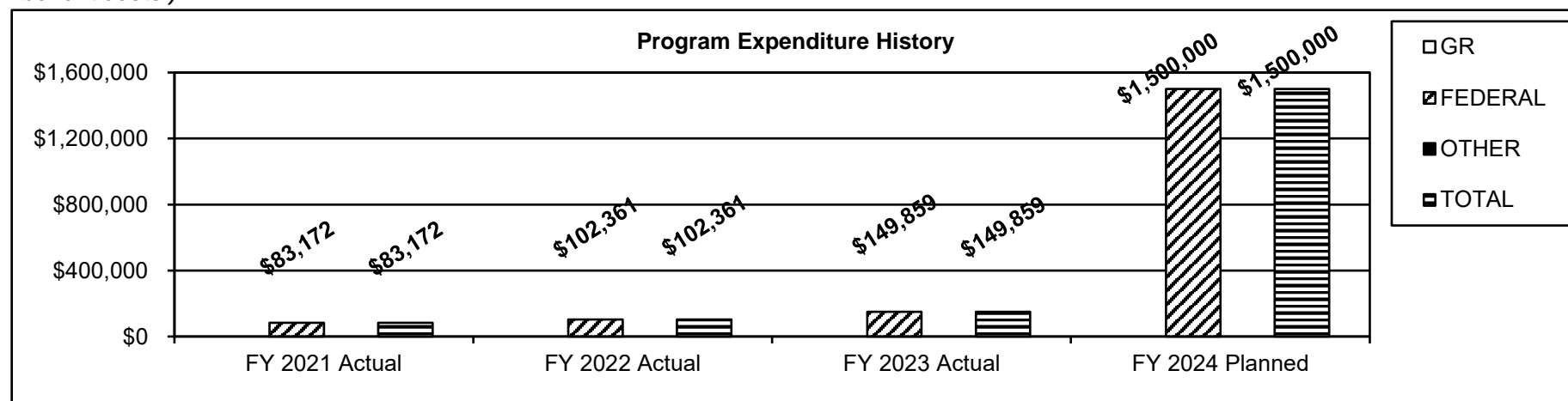
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the average number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: Metro & Statewide Planning Grants-Section 5303 & 5304Program is found in the following core budget(s): Federal Transit Assistance**4. What are the sources of the "Other " funds?**

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5303, Title 49 5304 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent of project funds must be non-federal matching funds.

7. Is this a federally mandated program? If yes, please explain.

Metropolitan Transportation Improvement Programs (TIP) are required before federally funded highway and transit projects in metropolitan areas may proceed.

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495

Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Federal Transit Assistance

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The Infrastructure Investment and Jobs Act (IIJA) contains a bus and bus facility transit grant program. This appropriation provides funding for public transit providers to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are annually apportioned to each of the large urban areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urban areas (between 50,000 - 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. Large urban and small urban public transit providers receive their apportionments directly from the Federal Transit Administration. MoDOT only administers the rural apportionment for rural public transit providers. Awards for transit vehicle replacement are based upon the useful life criteria. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

Listed below are the rural public transit agencies that are eligible to receive bus and bus facility transit grant funding through MoDOT for fiscal year 2024:

Cape Girardeau County Transit Authority	City of Lamar	Mississippi County Transit System
City of Bloomfield	City of Mt. Vernon	OATS, Inc.
City of Carthage	City of Nevada	Ray County Transportation, Inc.
City of Clinton	City of New Madrid	Ripley County Transit, Inc.
City of El Dorado Springs	City of West Plains	Scott County Transportation System
City of Excelsior Springs	Dunklin County Transit Service, Inc.	SERVE, Inc.
City of Houston	Licking Bridge Builders, Inc.	Southeast Missouri Transportation Service, Inc.

PROGRAM DESCRIPTION

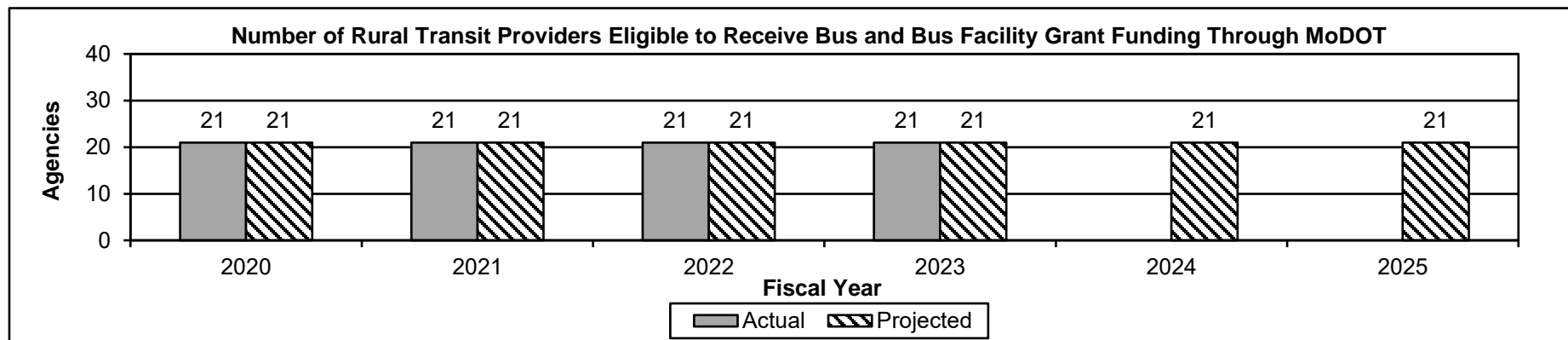
Department of Transportation

HB Section(s): 4.495

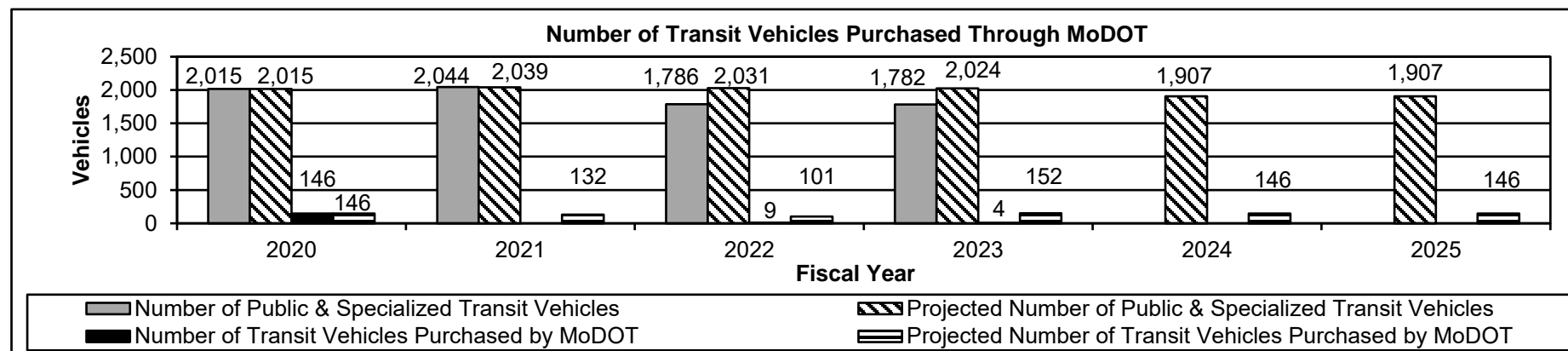
Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Federal Transit Assistance

2a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of agencies currently eligible to receive funding.



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

PROGRAM DESCRIPTION

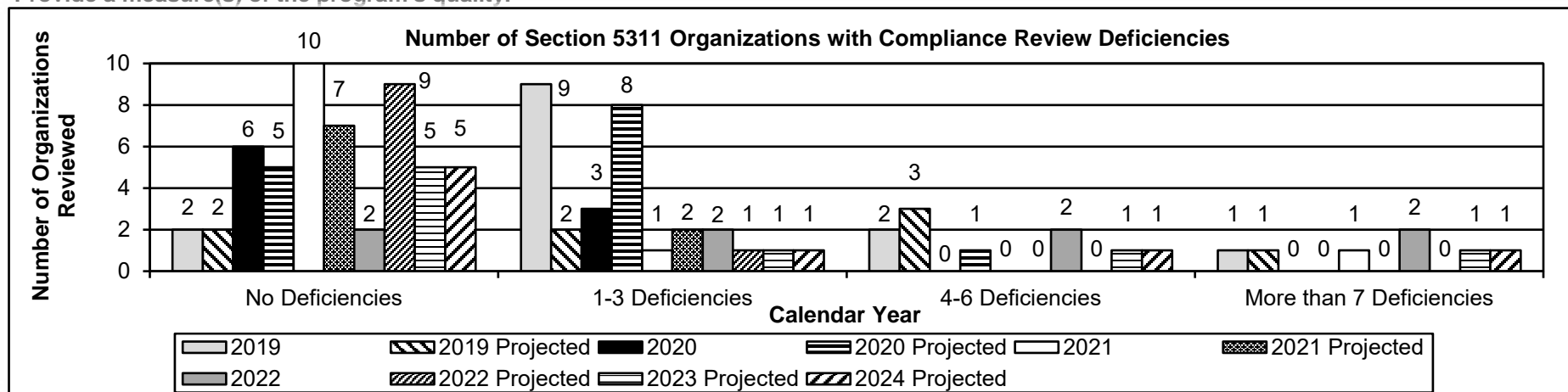
Department of Transportation

HB Section(s): 4.495

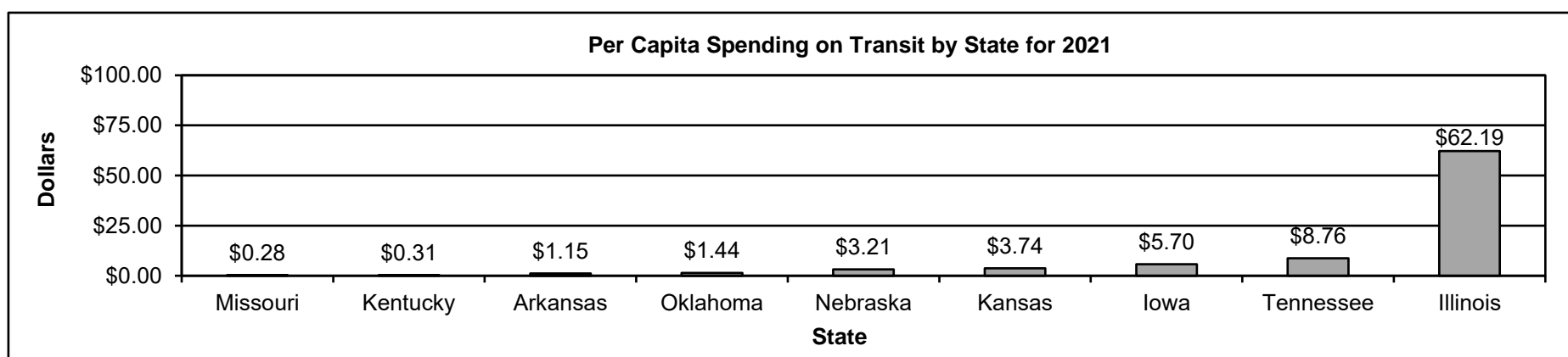
Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Federal Transit Assistance

2b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

PROGRAM DESCRIPTION

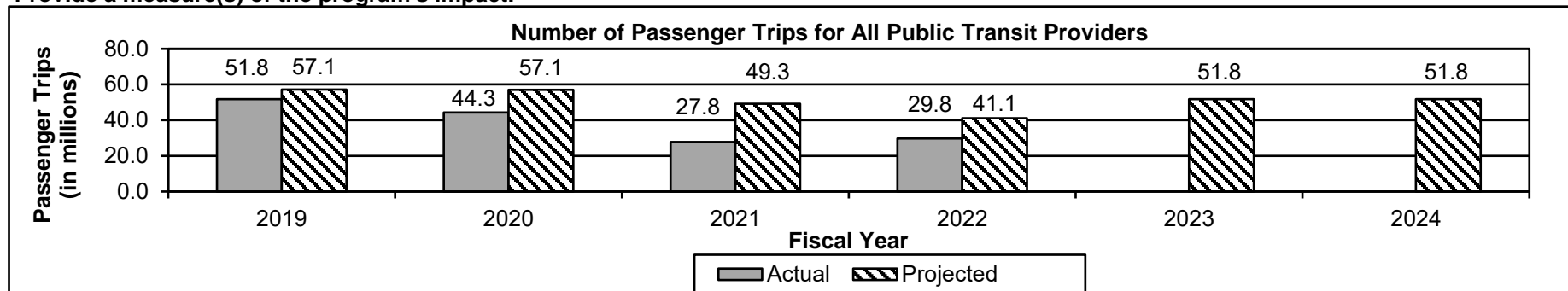
Department of Transportation

HB Section(s): 4.495

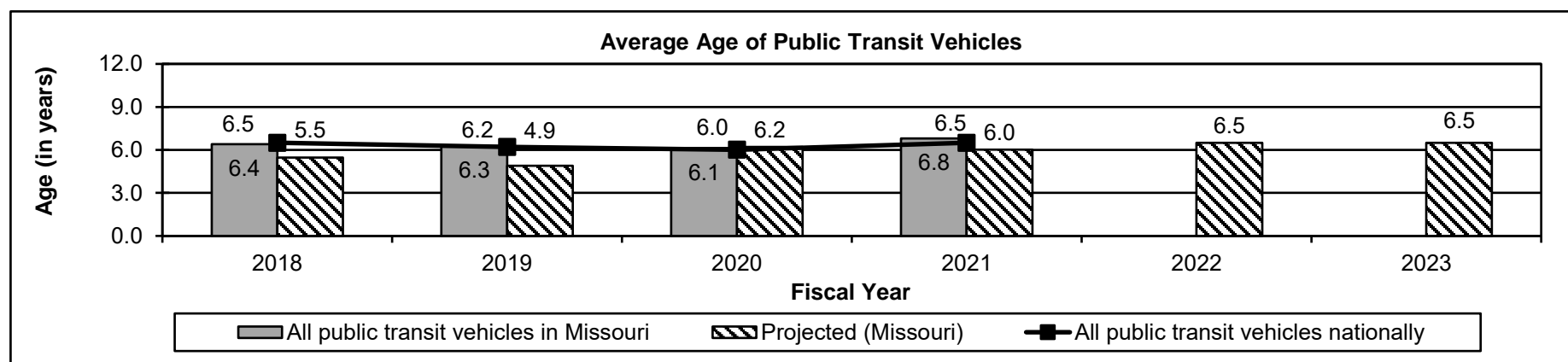
Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Federal Transit Assistance

2c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2019. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.



This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication and will be released in fall of 2023. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

PROGRAM DESCRIPTION

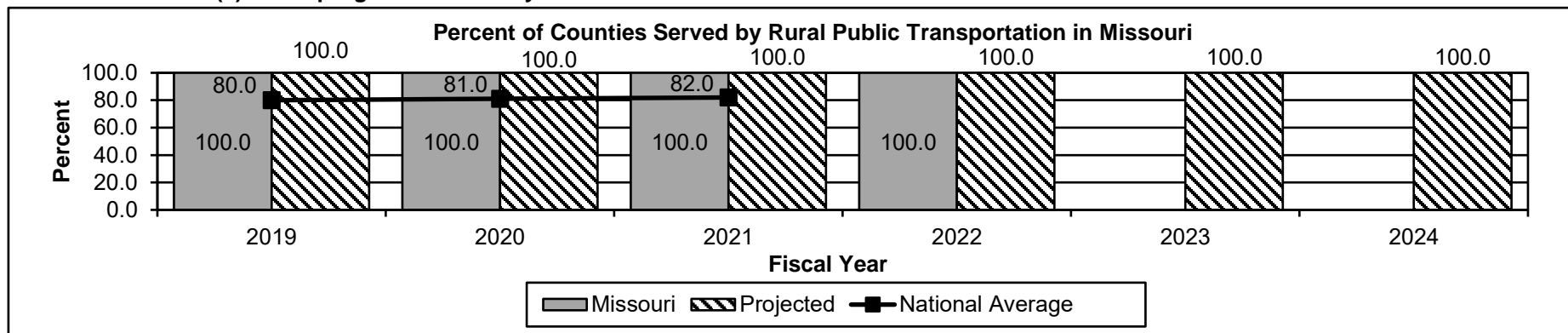
Department of Transportation

HB Section(s): 4.495

Program Name: Bus and Bus Facility Transit Grants

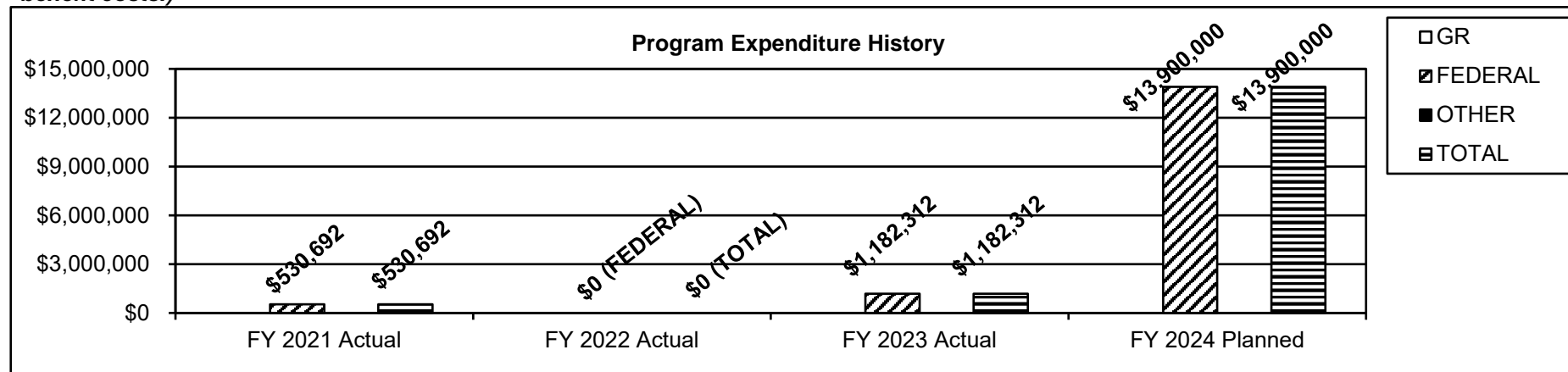
Program is found in the following core budget(s): Federal Transit Assistance

2d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2022 national average data and fiscal year 2023 data were not available at time of publication and will be released in fall of 2023.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.495Program Name: Bus and Bus Facility Transit GrantsProgram is found in the following core budget(s): Federal Transit Assistance**4. What are the sources of the "Other " funds?**

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 U.S.C. 5339 and 33.546, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent cash matching funds from local/regional transit project sponsors. Funds allocated in the State Transit Assistance appropriation (226.195, RSMo) to local/regional transit agencies may be used by the local/regional transit agency to match these federal funds.

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM

RANK: 7 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Transit Assist. Grant Expansion</u> DI# <u>1605007</u>	HB Section: <u>4.505</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	9,000,000	0	9,000,000
TRF	0	0	0	0
Total	0	9,000,000	0	9,000,000

FTE	0.00	0.00	0.00	0.00
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HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE	0.00	0.00	0.00	0.00
-----	------	------	------	------

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is needed due to delays in delivery of transit vehicles caused by supply chain issues. Delivery is anticipated in fiscal year 2025. In addition, this expansion item will help defray operating and capital costs for rural public transportation providers.

NEW DECISION ITEM

RANK: 7 OF 23

Department of Transportation Division: Multimodal Operations DI Name: Federal Transit Assist. Grant Expansion DI# 1605007	Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.505</u>								
4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)									
This expansion item is needed due to delays in delivery of transit vehicles caused by supply chain issues. Delivery is anticipated in fiscal year 2025. In addition, this expansion item will help defray operating and capital costs for rural public transportation providers.									
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Total PSD	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Grand Total	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0

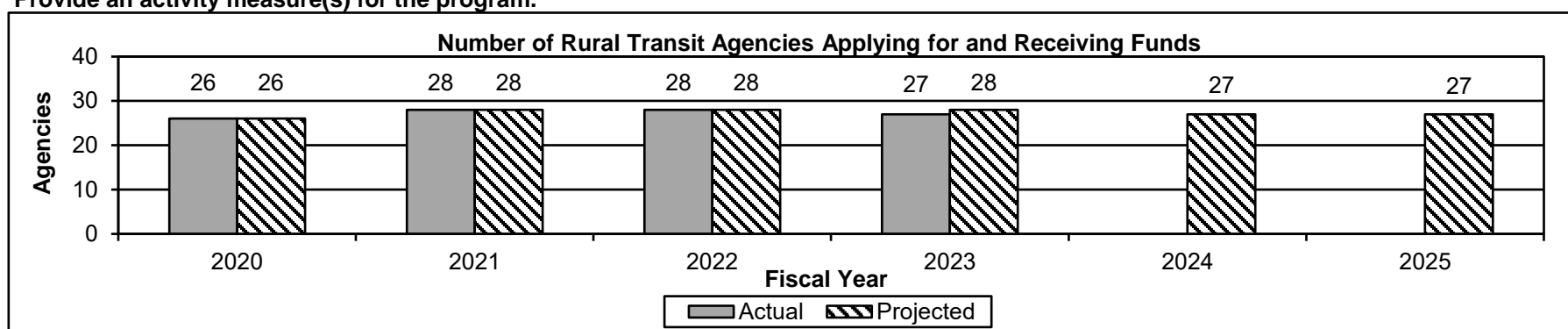
NEW DECISION ITEM
RANK: 7 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Federal Transit Assist. Grant Expansion DI# 1605007

Budget Unit: Multimodal Operations
HB Section: 4.505

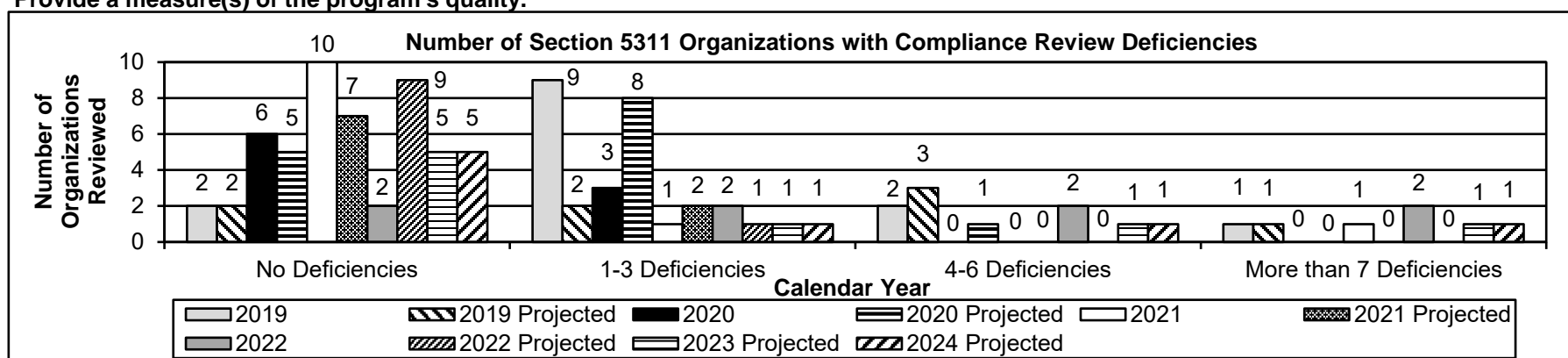
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The fiscal year 2024 and 2025 projections were based upon the participation of rural transit agencies in 2023.

6b. Provide a measure(s) of the program's quality.



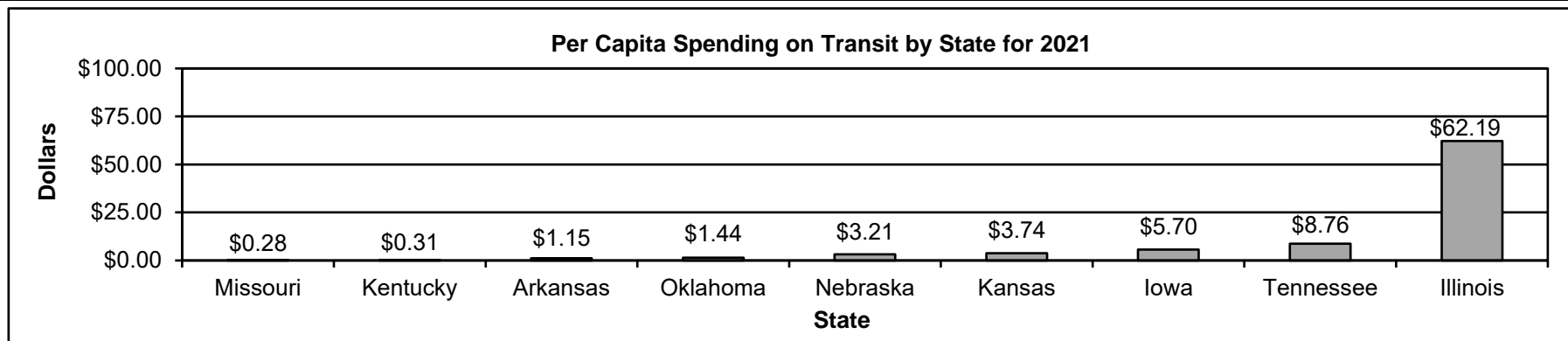
A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

NEW DECISION ITEM

RANK: 7 OF 23

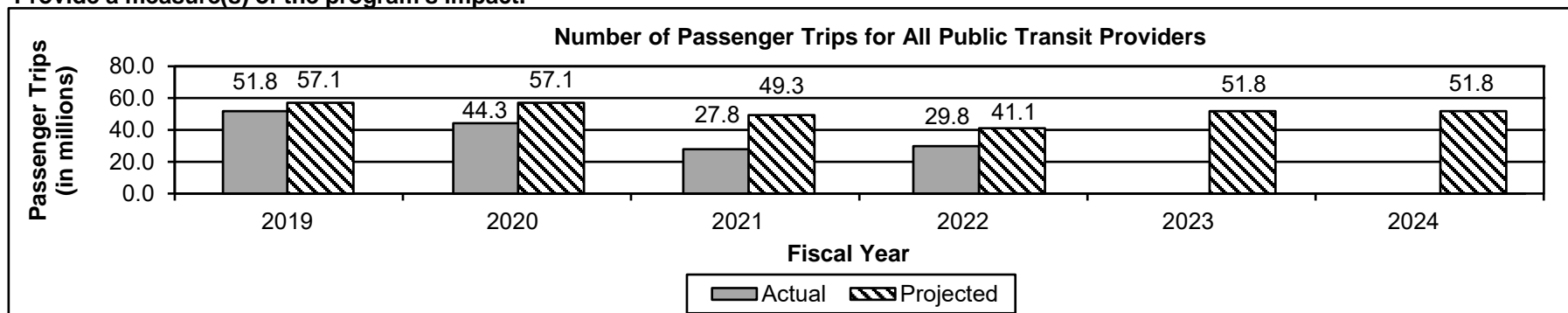
Department of Transportation
 Division: Multimodal Operations
 DI Name: Federal Transit Assist. Grant Expansion DI# 1605007

Budget Unit: Multimodal Operations
 HB Section: 4.505



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

6c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2019. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

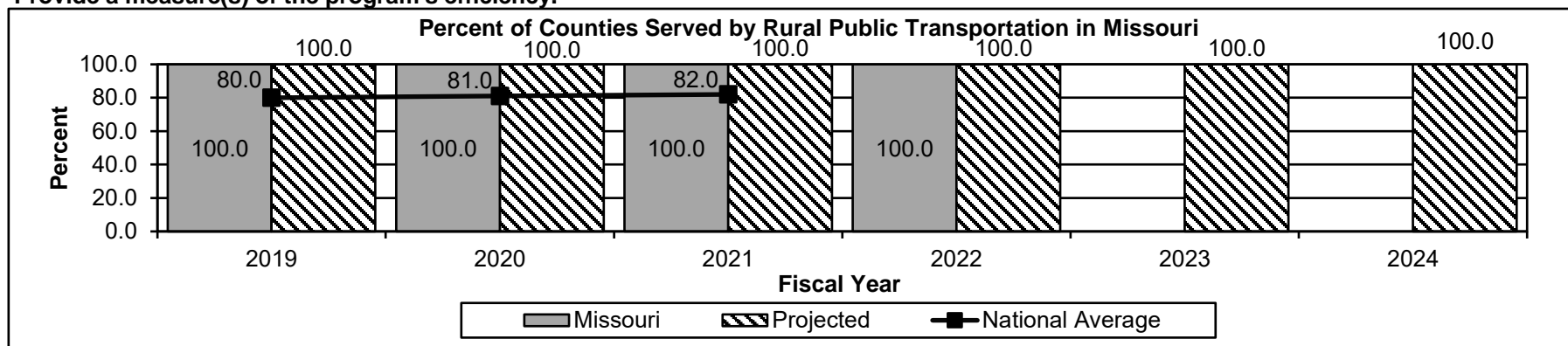
NEW DECISION ITEM

RANK: 7 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: Federal Transit Assist. Grant Expansion DI# 1605007

Budget Unit: Multimodal Operations
 HB Section: 4.505

6d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2022 national average data and fiscal year 2023 data were not available at time of publication and will be released in fall of 2023.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide sufficient assistance to public transit agencies across the state to ensure the operation of a reliable and convenient transportation system.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL TRANSIT ASSIST								
Public Transit Grants NDI - 1605007								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	9,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	9,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$9,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$9,000,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM

RANK: 13 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Transit Assist Bus Expansion</u> DI# <u>1605013</u>	HB Section: <u>4.495</u>

1. AMOUNT OF REQUEST

FY 2025 Budget Request				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	500,000	0	500,000
TRF	0	0	0	0
Total	0	500,000	0	500,000
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is requested to allow MoDOT to draw down congressionally earmarked discretionary grant funding awarded to OATS Transit for bus replacement under the federal transit program, funded at 100 percent federal share.

NEW DECISION ITEM

RANK: 13 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Transit Assist Bus Expansion</u> DI# <u>1605013</u>	HB Section: <u>4.495</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

The amount is needed to draw down congressionally earmarked discretionary grant funding awarded to OATS Transit for bus replacement.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0
Total PSD	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0
Grand Total	0	0.0	500,000	0.0	0	0.0	500,000	0.0	0

NEW DECISION ITEM

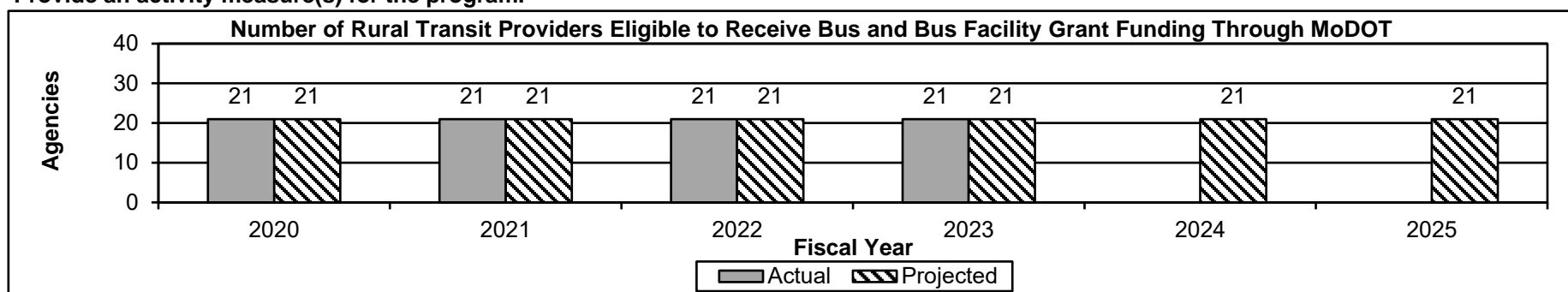
RANK: 13 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: Federal Transit Assist Bus Expansion DI# 1605013

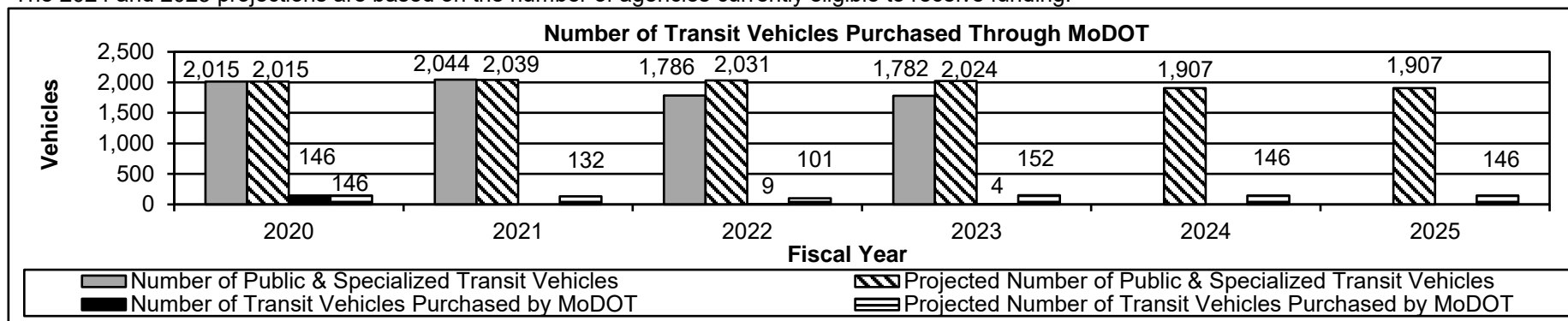
Budget Unit: Multimodal Operations
 HB Section: 4.495

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based on the number of agencies currently eligible to receive funding.



This measure shows the transit vehicle inventory and the number of vehicles purchased each year. Vehicles included in the inventory were purchased by MoDOT on behalf of public and specialized transit service providers throughout Missouri. Vehicles purchased replace vehicles that have met or exceeded their useful life. MoDOT utilizes the FTA useful life criteria to determine eligibility for replacement. For fiscal years 2021, 2022 and 2023, the number of transit vehicles purchased by MoDOT was down significantly due to inability to order transit vehicles because of market volatility. The 2024 and 2025 projected number of public and specialized transit vehicles is based on the average of the last four years of actuals. The 2024 and 2025 projected number of transit vehicles purchased by MoDOT is based on 2020 actuals.

NEW DECISION ITEM

RANK: 13

OF 23

Department of Transportation

Budget Unit: Multimodal Operations

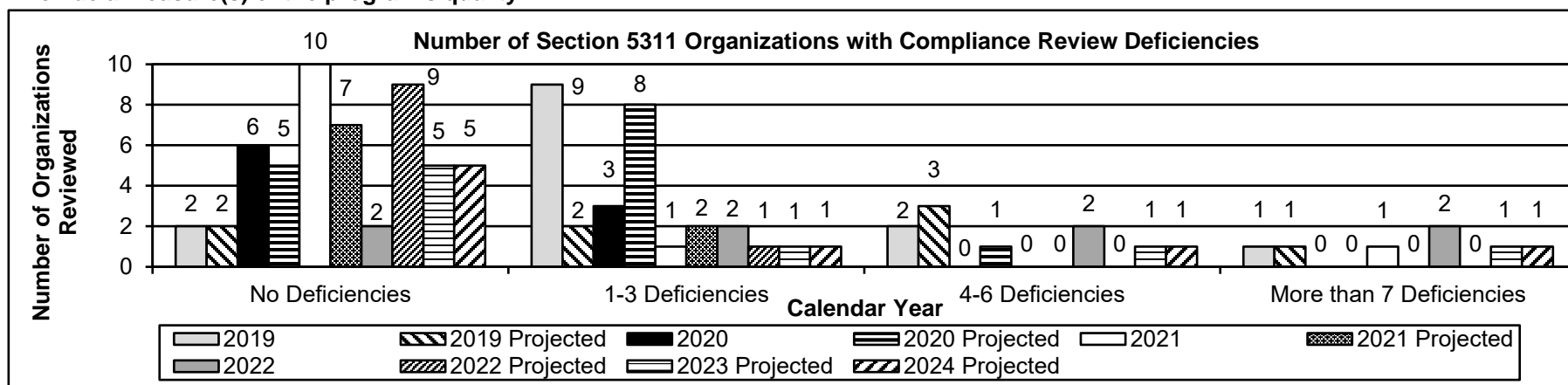
Division: Multimodal Operations

DI Name: Federal Transit Assist Bus Expansion

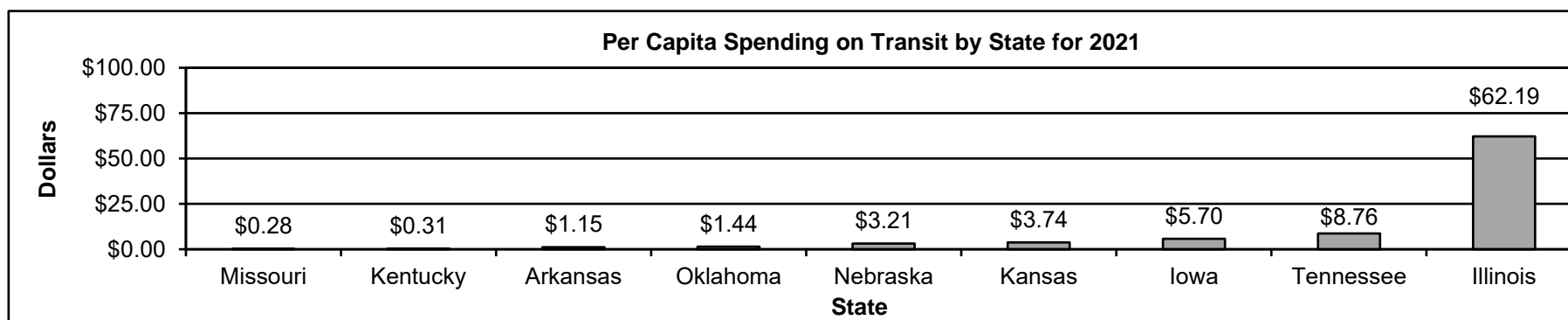
DI# 1605013

HB Section: 4.495

6b. Provide a measure(s) of the program's quality.



A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

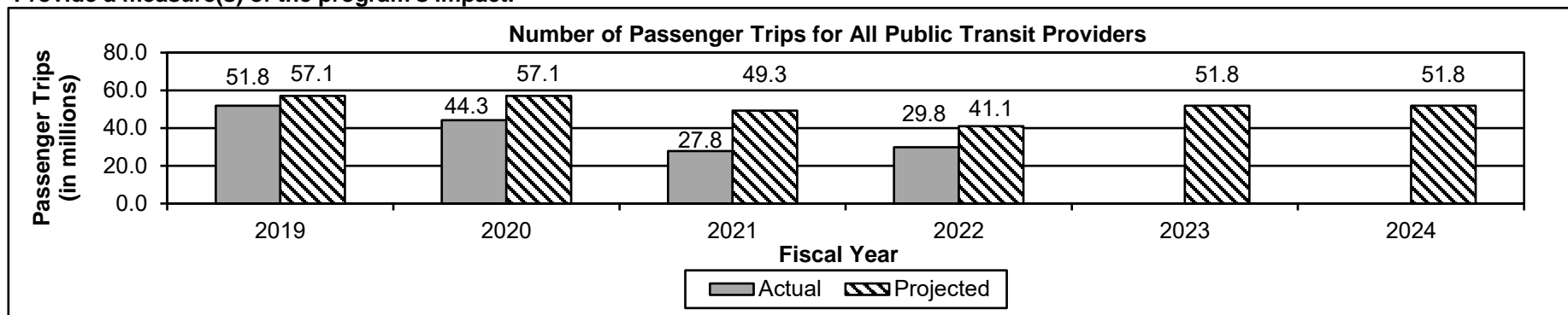
NEW DECISION ITEM

RANK: 13 OF 23

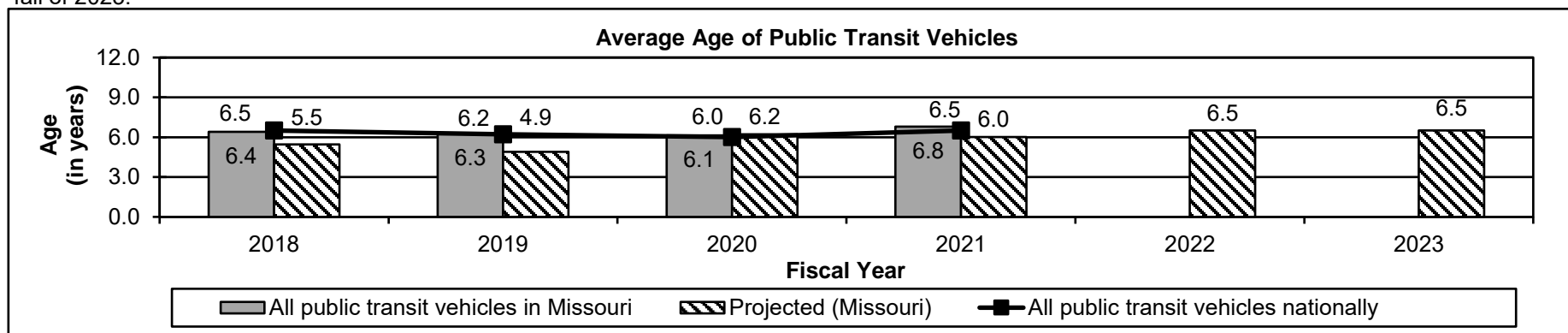
Department of Transportation
 Division: Multimodal Operations
 DI Name: Federal Transit Assist Bus Expansion DI# 1605013

Budget Unit: Multimodal Operations
 HB Section: 4.495

6c. Provide a measure(s) of the program's impact.



This graph includes public transit passenger trips from all transit programs and not just this program. Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. In 2019, Amtrak ridership declined significantly due to flooding. In 2020 and 2021, ridership declined significantly due to the COVID-19 pandemic. Fiscal year 2022 ridership has not returned to pre-pandemic levels and public transit providers had to reduce service due to driver shortages. The 2023 and 2024 projections are based on ridership returning to the number of passenger trips in 2019. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.



This data is from the National Transit Database administered by the Federal Transit Administration. Fiscal year 2022 data was not available at time of publication and will be released in fall of 2023. The fiscal year 2022 and 2023 projections are based on the 2021 national average.

NEW DECISION ITEM

RANK: 13

OF 23

Department of Transportation

Budget Unit: Multimodal Operations

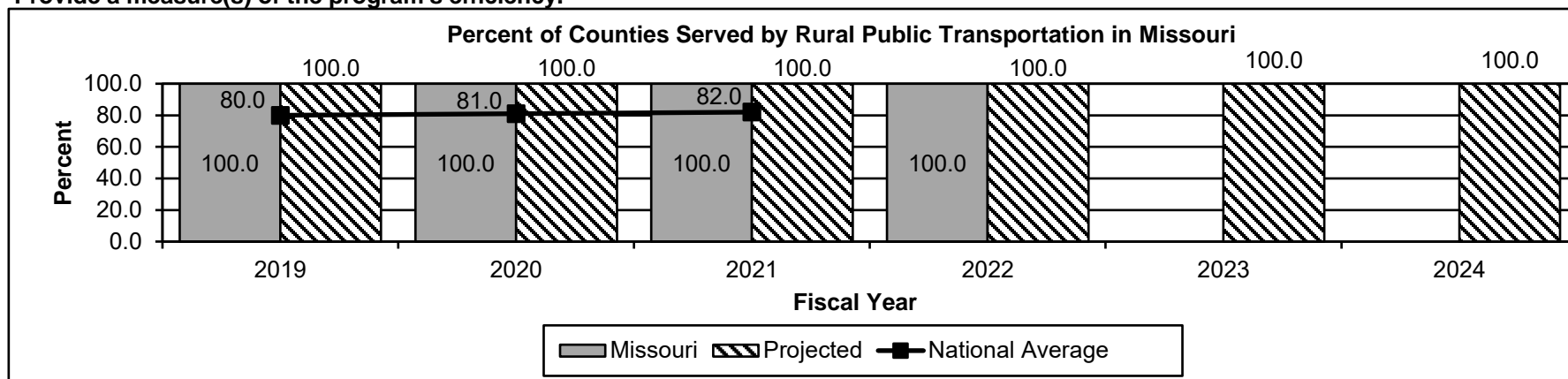
Division: Multimodal Operations

DI Name: Federal Transit Assist Bus Expansion

DI# 1605013

HB Section: 4.495

6d. Provide a measure(s) of the program's efficiency.



This graph includes the counties served by rural public transportation providers that participate in all federal and state transit programs administered by MoDOT. Rural public transportation providers are classified as serving a population of less than 50,000. The 2022 national average data and fiscal year 2023 data were not available at time of publication and will be released in fall of 2023.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide sufficient funding to OATS Transit, a rural public transit provider, for bus replacement to ensure a reliable and convenient transportation system.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL TRANSIT ASSIST								
Bus and Bus Facilities NDI - 1605013								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	500,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	500,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$500,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$500,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MO ELDRLY & HDCPD TRAN ASST P								
CORE								
PROGRAM-SPECIFIC								
GENERAL REVENUE	3,613,756	0.00	3,725,522	0.00	3,725,522	0.00	0	0.00
STATE TRANSPORTATION FUND	1,274,478	0.00	1,274,478	0.00	1,274,478	0.00	0	0.00
TOTAL - PD	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	0	0.00
TOTAL	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	0	0.00
GRAND TOTAL	\$4,888,234	0.00	\$5,000,000	0.00	\$5,000,000	0.00	\$0	0.00

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FY 2025 Budget Request				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	3,725,522	0	1,274,478	5,000,000
TRF	0	0	0	0
Total	3,725,522	0	1,274,478	5,000,000
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds: State Transportation Fund (0675)				
Notes:				

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				
Other Funds:				
Notes:				

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and 126 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. Actual allocation amounts are dependent on the total number of grant applications received, as well as any new qualified applicants that might enter the program for the first time in fiscal year 2025.

The distribution of funds to eligible transportation service providers shall be determined by evaluating factors, including need for service, trip purpose, effectiveness based on yearly statistical cost per mile and one-way passenger trips and availability of alternative services.

CORE DECISION ITEM

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)	HB Section: 4.500
3. PROGRAM LISTING (list programs included in this core funding)	
The following is a list of transit grant recipients for fiscal year 2025 (draft list):	
Aging Ahead	District III Area Agency on Aging
Area Agency on Aging, Region X	DOCO, Inc.
Bi-County Service, Inc.	Douglass Community Services, Inc.
Big Springs Sheltered Workshop, Inc.	Easter Seals Midwest
Bootheel Counseling Services, Inc.	Emmaus Homes, Inc.
Camden County Senate Bill 40 Board	Faith Tabernacle World Outreach, Inc.
Cape Girardeau Community Sheltered Workshop, Inc.	Families and Friends of the Developmentally Disabled in Grundy
Capital City Area Council for Special Services	Five Star Senior Center, Inc.
Casco Area Workshop, Inc.	Gateway Chapter Paralyzed Veterans of America, Inc.
Center for Hearing and Speech	Gateway Industries of Eldon
Center for Developmentally Disabled	The Good Samaritan Independent Living, Inc.
Central Missouri Area Agency on Aging	Good Shepherd Nursing Home District
Central Missouri Community Action	Green Light Taxi
Chariton County Sheltered Workshop, Inc.	Guadalupe Centers, Inc.
Choices for People Center for Citizens with Disabilities, Inc.	Harrison County Community Hospital District
City of Liberty	Harrison County Sheltered Workshop Association
City Seniors, Inc.	Harry S. Truman Children's Neurological Center
Clay County Senior Citizens Services Fund	High Hope Employment Services, Inc.
Community Counseling Center	Ideal Industries, Inc.
Community Living, Inc.	Independence Center
Community Opportunities for People with Developmental Disabilities	Independent Living Center of Mid-Missouri, Inc.
Community Sheltered Workshop, Inc.	ITN Gateway
Cox Barton County Hospital	Jasper County Sheltered Facilities Association
Crawford County Board for People with Developmental Disabilities	Kingdom House
Current River Sheltered Workshop	Laclede Early Education Program
Developmental Disabilities Resource Board of Clay County	Laclede Industries
Developmental Disability Services of Jackson County - EITAS	Lafayette County Board of Sheltered Services
Developmental Services of Franklin County, Inc.	Lake of the Ozarks Developmental Center, Inc.
Disability Resource Association, Inc.	Lamar Community Betterment Council, Inc.
Disabled Citizens Alliance for Independence, Inc.	Learning Opportunities / Quality Works, Inc.

CORE DECISION ITEM

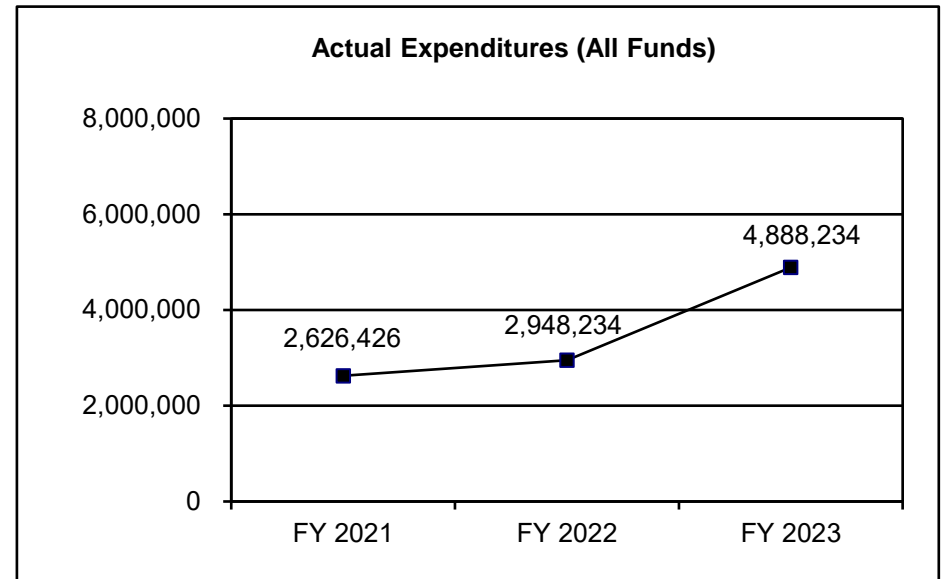
Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)	HB Section: 4.500
Life, Inc.	Ray County Board of Services for the Developmentally Disabled
Macon County Sheltered Workshop	Rediscover
Madison County Council for Developmentally Disabled, Inc.	Reynolds County Sheltered Workshop, Inc.
Manufacturers Assistance Group	RideKC Connections
Marion County Services, Inc.	Rolling Hills Creative Living, Inc.
Mark Twain Association for Mental Health, Inc.	Scenic Rivers Industries, Inc.
Mid-America Regional Council	Senior Age (SW) Area Agency on Aging
Mississippi County Transit System	Services for Extended Employment, Inc.
Moniteau County Senate Bill 40 Board	Services by Design, Inc.
Monroe City Sheltered Workshop	Southeast Missouri Area Agency on Aging, Inc.
Montgomery CO Senate Bill 40 Board	Southeast Missouri Transportation Services, Inc.
New Growth Transit, LLC.	Southside Senior Citizens Center
New Horizons Community Support Services, Inc.	St. Elizabeth's Adult Day Care Center, Inc.
Northeast Missouri Area Agency on Aging	St. Francois County Board for the Developmentally Disabled
Northside Youth and Senior Service Center, Inc.	St. Louis Area Agency on Aging
Northwest Communities Development Corporation	St. Louis Life
Northwest Missouri Industries, Inc.	St. Louis Office for Developmental Disability Resources
OATS, Inc.	Terrace Gardens Retirement Center, Inc.
Opportunity Sheltered Industries, Inc.	The Children's Place, Inc.
Opportunity Workshop, Inc.	The Salvation Army
Oregon County Sheltered Workshop	Three Rivers Sheltered Industries, Inc.
Ozark Center	Unique Services, Inc.
Ozark Sheltered Industries, Inc.	Unlimited Opportunities, Inc.
Ozarks Area Community Action Corporation	Warren County Pathfinders
Paraquad, Inc.	Warren County Sheltered Workshop, Inc.
Pemiscot Progressive Industries, Inc.	Washington County Board for the Handicapped
Pike County Shelter Workshop	Web-Co Custom Industries, Inc.
Pike County Agency for Developmental Disabilities	Wider Opportunities, Inc.
Platte County Senior Citizens Service Fund	Willow Health Care, Inc.
Platte Senior Services, Inc.	Worth County Convalescent Center
Productive Living Board for St. Louis County	Wright Way Residential Living
Quality Industries of the Lake of the Ozarks	Young at Heart Resources

CORE DECISION ITEM

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)	HB Section: 4.500

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	3,000,000	3,000,000	5,000,000	5,000,000
Less Reverted (All Funds)	(51,766)	(51,766)	(111,766)	(111,766)
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	2,948,234	2,948,234	4,888,234	N/A
Actual Expenditures (All Funds)	2,626,426	2,948,234	4,888,234	N/A
Unexpended (All Funds)	321,808	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	321,808	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

MO ELDRLY & HDCPD TRAN ASST P

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	3,725,522	0	1,274,478	5,000,000	
	Total	0.00	3,725,522	0	1,274,478	5,000,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	3,725,522	0	1,274,478	5,000,000	
	Total	0.00	3,725,522	0	1,274,478	5,000,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	3,725,522	0	1,274,478	5,000,000	
	Total	0.00	3,725,522	0	1,274,478	5,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MO ELDRLY & HDCPD TRAN ASST P								
CORE								
PROGRAM DISTRIBUTIONS	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	0	0.00
TOTAL - PD	4,888,234	0.00	5,000,000	0.00	5,000,000	0.00	0	0.00
GRAND TOTAL	\$4,888,234	0.00	\$5,000,000	0.00	\$5,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$3,613,756	0.00	\$3,725,522	0.00	\$3,725,522	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$1,274,478	0.00	\$1,274,478	0.00	\$1,274,478	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

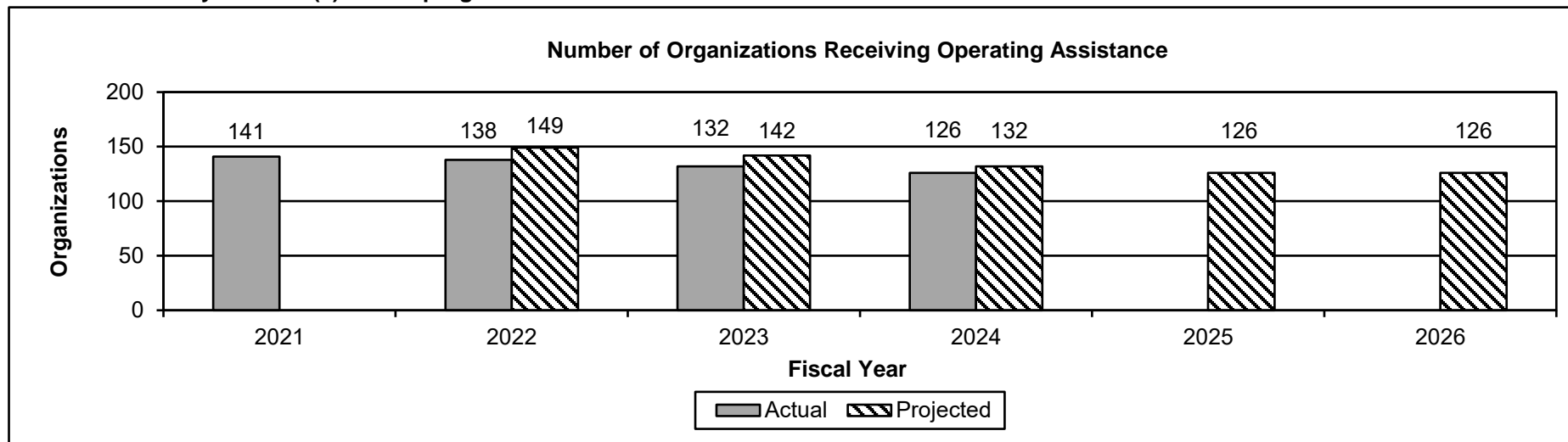
HB Section(s): 4.500

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

1b. What does this program do?

The MEHTAP program is a state funded program that provides operating assistance to Missouri's 10 Area Agencies on Aging (AAA) and 126 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services for senior citizens and individuals with disabilities. In fiscal year 2022, there were a total of 3,216,429 rides in the MEHTAP program for the elderly and individuals with disabilities.

2a. Provide an activity measure(s) for the program.

The 2025 and 2026 projections are based off of the number of agencies receiving operating assistance in fiscal year 2024.

PROGRAM DESCRIPTION

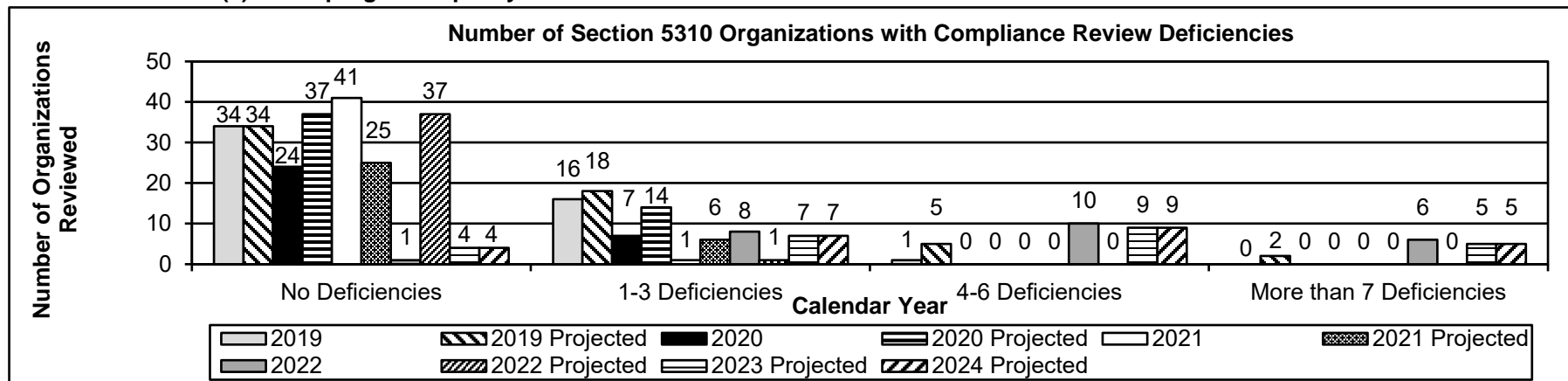
Department of Transportation

HB Section(s): 4.500

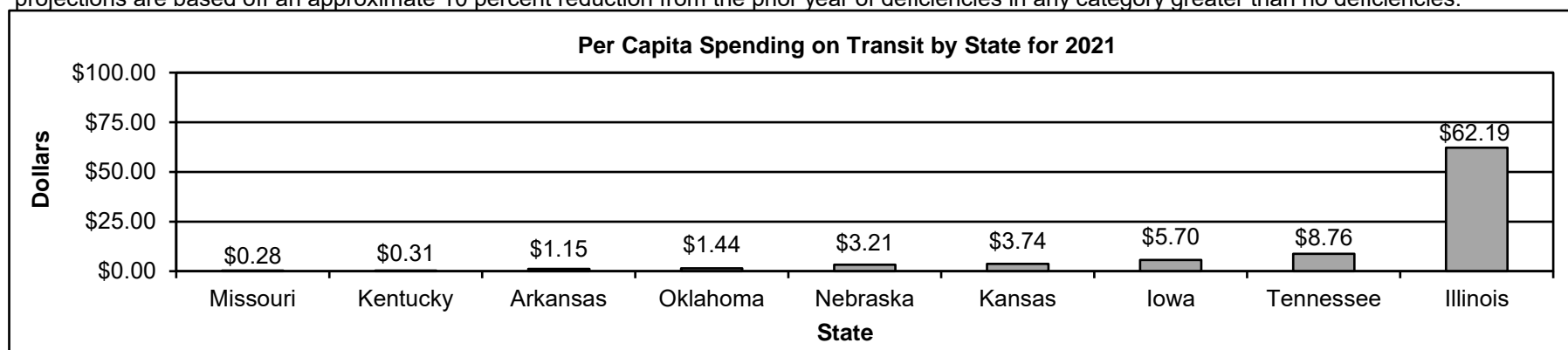
Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

2b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

PROGRAM DESCRIPTION

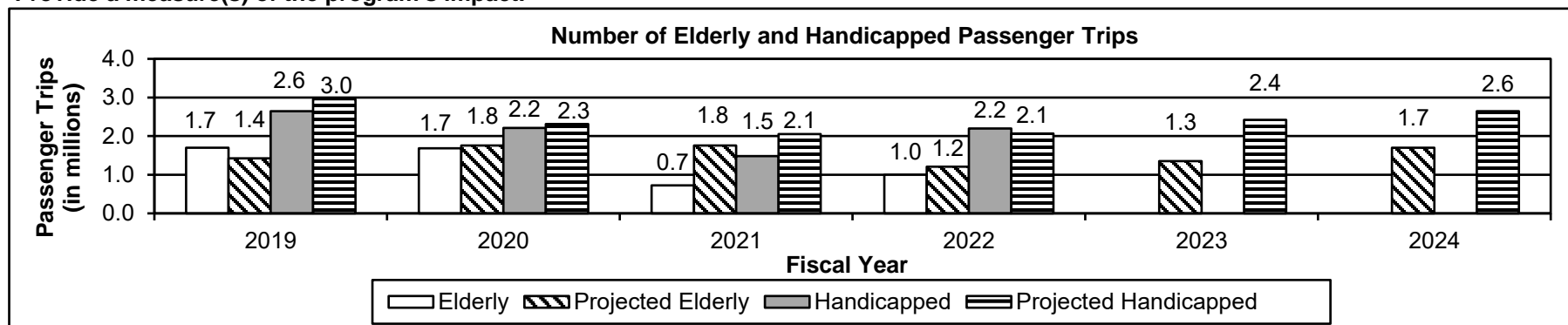
Department of Transportation

HB Section(s): 4.500

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

2c. Provide a measure(s) of the program's impact.



Passenger trips are counted based upon the number of stops. For example: if a person rides a bus to the doctor's office, the grocery store and home, the number of trips would be three. The number of elderly and handicapped passenger trips in fiscal year 2021 and 2022 declined significantly due to driver shortages and the COVID-19 pandemic. As a result, the 2023 and 2024 projections are based on ridership returning to 2019 ridership levels in 2024. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

2d. Provide a measure(s) of the program's efficiency.

Average Cost per Trip for Mobility Services to Seniors & Persons with Disabilities						
	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024
Actual	\$8.70	\$9.48	\$12.77	\$36.20		
Projected	\$8.54	\$8.66	\$8.89	\$8.89	\$36.20	\$36.20

The cost per trip in 2021 was higher due to the COVID-19 pandemic. The cost per trip in 2022 was higher due to increase in operating expenses incurred by agencies as it relates to salaries, vehicle maintenance, fuel, etc. Due to continued high costs, the 2023 and 2024 projections are based on fiscal years 2022 actuals. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

PROGRAM DESCRIPTION

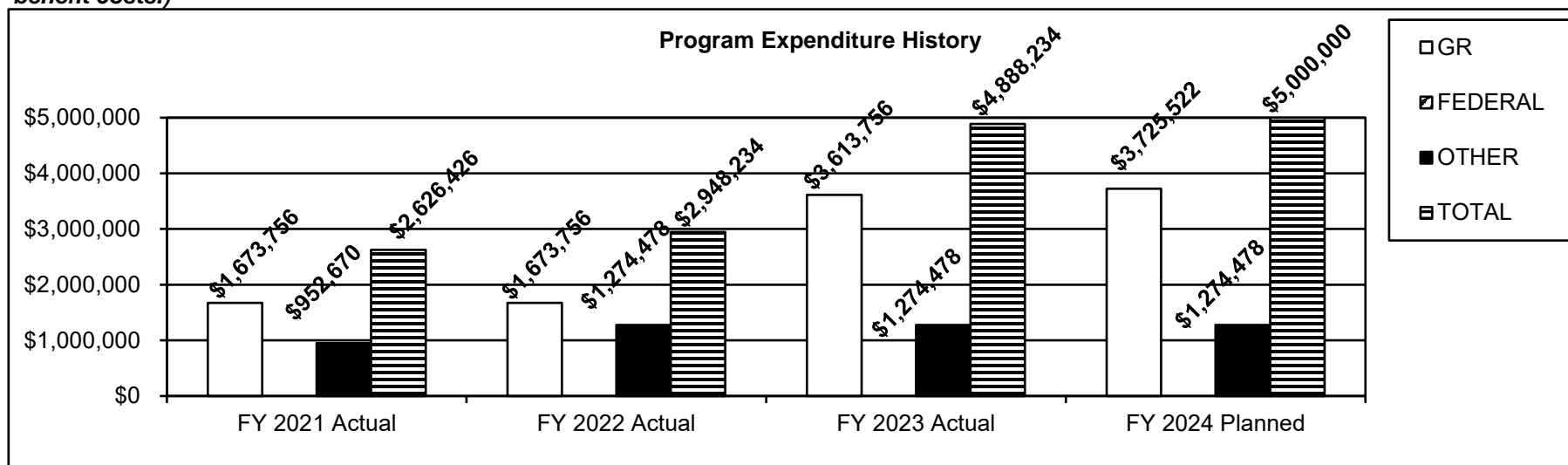
Department of Transportation

HB Section(s): 4.500

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c) MO Constitution, 33.543, 208.255 and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

NEW DECISION ITEM
RANK: 14 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: MEHTAP Expansion	DI# 1605014
	HB Section: 4.500

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	6,000,000	0	0	6,000,000
TRF	0	0	0	0
Total	6,000,000	0	0	6,000,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is needed to provide state matching funds for Capital Improvement Sec 5310 federal grants in rural, small urban and urban areas of the state that support the transportation of seniors and individuals with disabilities.

NEW DECISION ITEM

RANK: 14 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
DI Name: MEHTAP Expansion	DI# 1605014
	HB Section: <u>4.500</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

The amount is needed to use as matching funds for federal grants to purchase additional transit vehicles in rural, small urban and urban areas of the state that support the transportation of seniors and individuals with disabilities.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

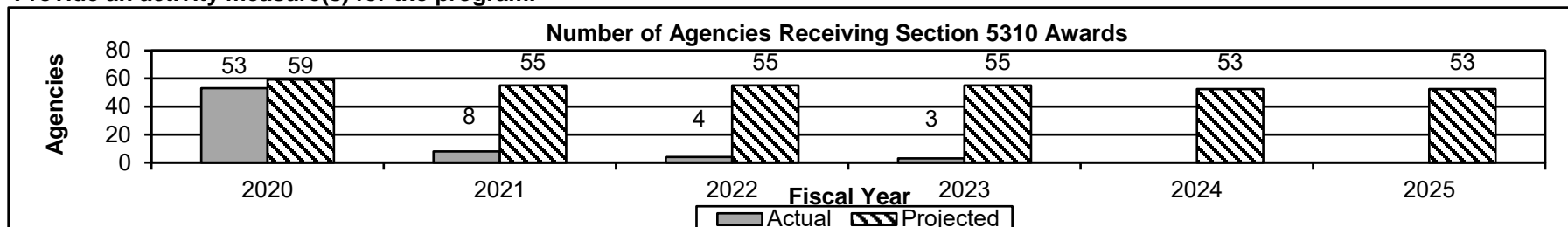
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	6,000,000	0.0	0	0.0	0	0.0	6,000,000	0.0	0
Total PSD	6,000,000	0.0	0	0.0	0	0.0	6,000,000	0.0	0
Grand Total	6,000,000	0.0	0	0.0	0	0.0	6,000,000	0.0	0

NEW DECISION ITEM
RANK: 14 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: MEHTAP Expansion	DI# 1605014
	HB Section: 4.500

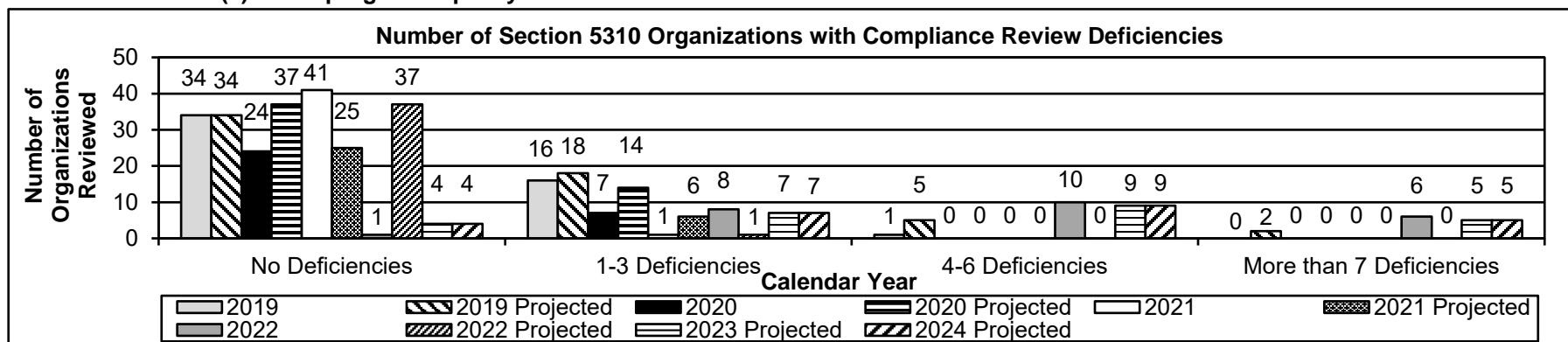
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



Agencies participating in the Section 5310 program are required to participate in a coordinated public transit human services transportation plan. Section 5304 planning funds are used to develop coordinated plans that include projects applied for by Section 5310 sub-recipients. Participating agencies are required to renew their plans once every four years. Additional federal funding and staffing shortages have led to delays in transportation planning renewals in 2021, 2022 and 2023. Additional staffing and funding in 2024 is expected to resolve these issues. The 2024 and 2025 projections are based off of the average number of agencies receiving awards from fiscal year 2020 due to hiring additional staff in 2024.

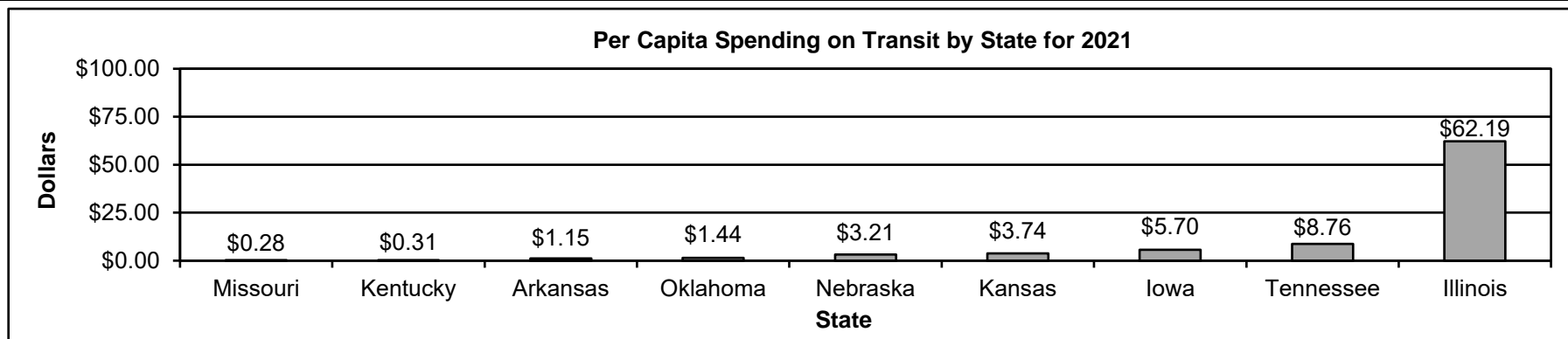
6b. Provide a measure(s) of the program's quality.



The Federal Transit Administration's Section 5310 formula grants provide capital and operating assistance to transportation service providers serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. A deficiency is a violation of a Federal Transit Administration (FTA) or state requirement, which requires corrective action by a pre-determined date in order to maintain eligibility for transit funding programs. The 2023 and 2024 projections are based off an approximate 10 percent reduction from the prior year of deficiencies in any category greater than no deficiencies.

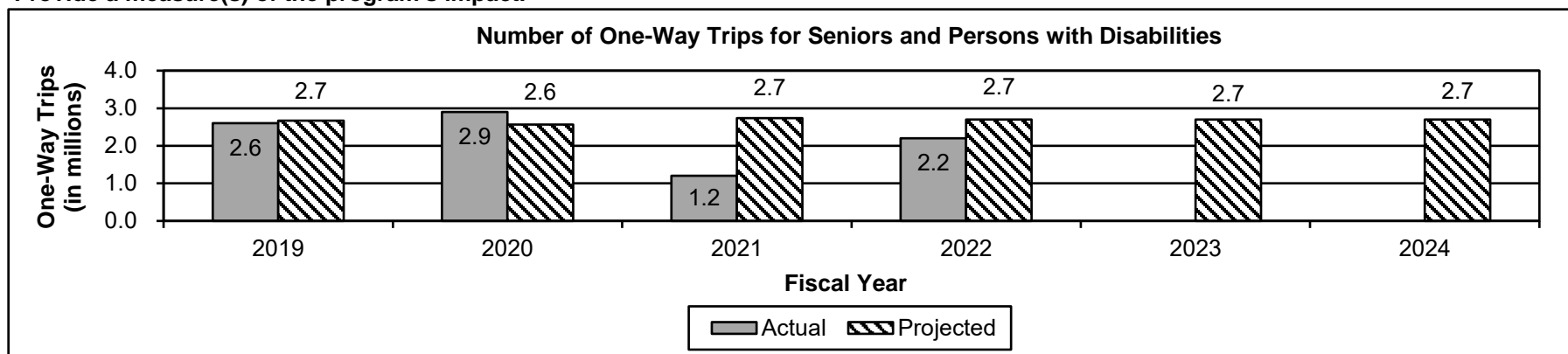
NEW DECISION ITEM
RANK: 14 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: MEHTAP Expansion	DI# 1605014
	HB Section: 4.500



Per capita spending was calculated by dividing the state's transit funding by the state's population. Data is obtained through the American Association of State Highway and Transportation Officials (AASHTO) Survey for State Funding for Public Transportation published in June of 2023.

6c. Provide a measure(s) of the program's impact.

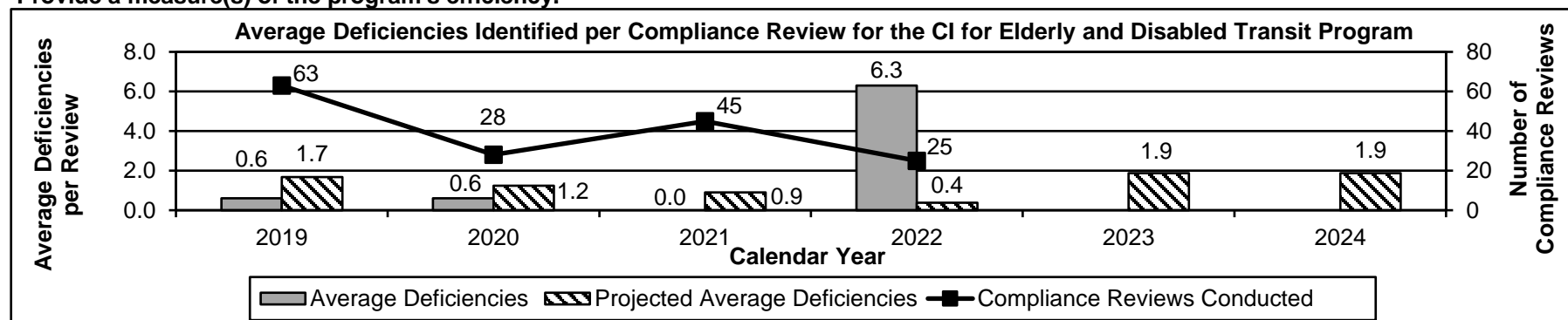


Agencies participating in the Section 5310 program are required to develop coordinated public transit human services transportation plans. Section 5304 planning funds are used to develop coordinated plans for Section 5310 sub-recipients shown above. A one-way trip occurs every time an individual boards a bus. In 2021, one-way trips declined significantly due to the COVID-19 pandemic. As a result, the 2023 and 2024 projections are based on ridership returning to 2019 ridership levels. Fiscal year 2023 data was not available at time of publication and will be released in fall of 2023.

NEW DECISION ITEM
RANK: 14 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: MEHTAP Expansion	DI# 1605014
	HB Section: 4.500

6d. Provide a measure(s) of the program's efficiency.



Compliance reviews can consist of 20 different review areas. Some of the review areas include: Project Management, Procurement, Asset Management, Equal Employment Opportunity, Americans with Disabilities Act, Drug and Alcohol Compliance, Discrimination, etc. A deficiency is a violation of an FTA or state requirement, which requires corrective action by a pre-determined date. Compliance reviews at a minimum are conducted once every three years and based on risk-based approach. Note that on-site compliance reviews were shifted to virtual reviews in March of 2020, through 2021 due to the COVID-19 pandemic. The high rate of deficiencies in 2022 was the result of on-sight reviews resuming, resulting in finding many deficiencies in organizations across the board. Future deficiency rates are expected to return to pre-COVID-19 levels, so the 2023 and 2024 projections are based off of the average of the last four calendar years of deficiencies per review.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital assistance to specialized transportation providers for transit vehicles supporting existing and expansion of transportation services for seniors and individuals with disabilities across the state.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MO ELDRLY & HDCPD TRAN ASST P								
CI for Elderly Transit NDI - 1605014								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	6,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	6,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$6,000,000	0.00	\$0	0.00
GENERAL REVENUE								
	\$0	0.00	\$0	0.00	\$6,000,000	0.00		0.00
FEDERAL FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
STATE SAFETY OVERSIGHT								
CORE								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	297,460	0.00	505,962	0.00	505,962	0.00	0	0.00
STATE TRANSPORTATION FUND	74,365	0.00	126,491	0.00	126,491	0.00	0	0.00
TOTAL - PD	371,825	0.00	632,453	0.00	632,453	0.00	0	0.00
TOTAL	371,825	0.00	632,453	0.00	632,453	0.00	0	0.00
GRAND TOTAL	\$371,825	0.00	\$632,453	0.00	\$632,453	0.00	\$0	0.00

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CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: State Safety Oversight	HB Section:	4.525

1. CORE FINANCIAL SUMMARY

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	505,962	126,491	632,453
TRF	0	0	0	0
Total	0	505,962	126,491	632,453
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

This appropriation funds the State Safety Oversight program, which involves inspecting light rail transit systems. The Federal Transit Administration provides federal funding for this program. The program requires a 20 percent state match.

3. PROGRAM LISTING (list programs included in this core funding)

Currently, three operational systems exist in Missouri, the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis, and the Kansas City Streetcar. The Delmar Loop Trolley is currently operating during spring, summer and fall only. Each is subject to the safety requirements of the State Safety Oversight program.

CORE DECISION ITEM

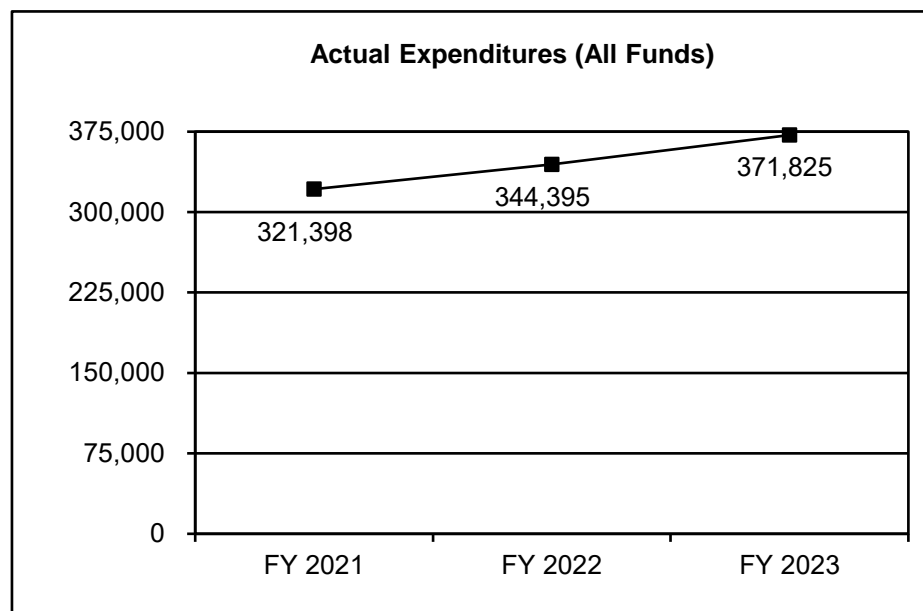
Department of Transportation
 Division: Multimodal Operations
 Core: State Safety Oversight

Budget Unit: Multimodal Operations

HB Section: 4.525

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	632,453	632,453	632,453	632,453
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	632,453	632,453	632,453	N/A
Actual Expenditures (All Funds)	321,398	344,395	371,825	N/A
Unexpended (All Funds)	311,055	288,058	260,628	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	248,844	230,446	208,502	N/A
Other	62,211	57,612	52,126	N/A
	(1)	(1)	(1)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for consultant support.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$ 58,602	\$ 69,890	\$ 48,065

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

STATE SAFETY OVERSIGHT

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	505,962	126,491	632,453	
	Total	0.00	0	505,962	126,491	632,453	
DEPARTMENT CORE REQUEST							
	PD	0.00	0	505,962	126,491	632,453	
	Total	0.00	0	505,962	126,491	632,453	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	505,962	126,491	632,453	
	Total	0.00	0	505,962	126,491	632,453	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
STATE SAFETY OVERSIGHT								
CORE								
PROGRAM DISTRIBUTIONS	371,825	0.00	632,453	0.00	632,453	0.00	0	0.00
TOTAL - PD	371,825	0.00	632,453	0.00	632,453	0.00	0	0.00
GRAND TOTAL	\$371,825	0.00	\$632,453	0.00	\$632,453	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$297,460	0.00	\$505,962	0.00	\$505,962	0.00		0.00
OTHER FUNDS	\$74,365	0.00	\$126,491	0.00	\$126,491	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

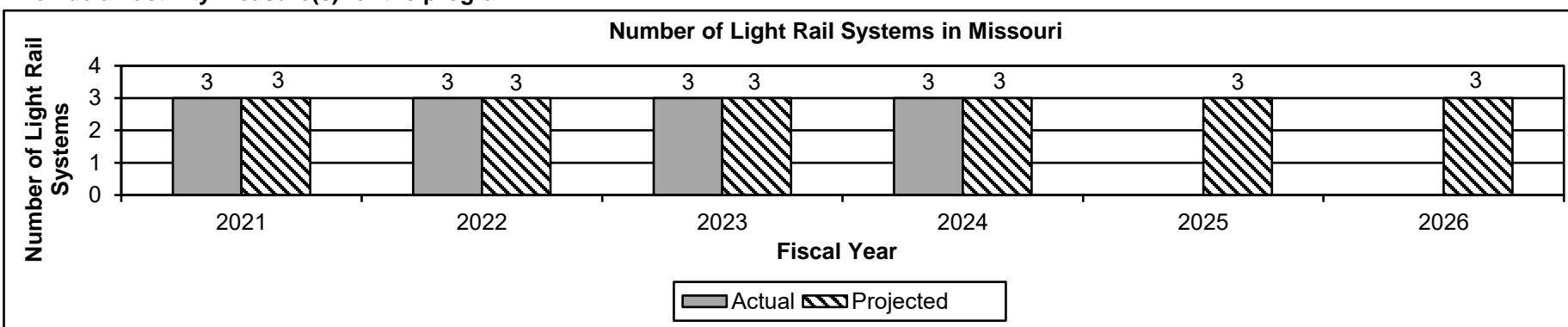
HB Section(s): 4.525

Program Name: State Safety Oversight

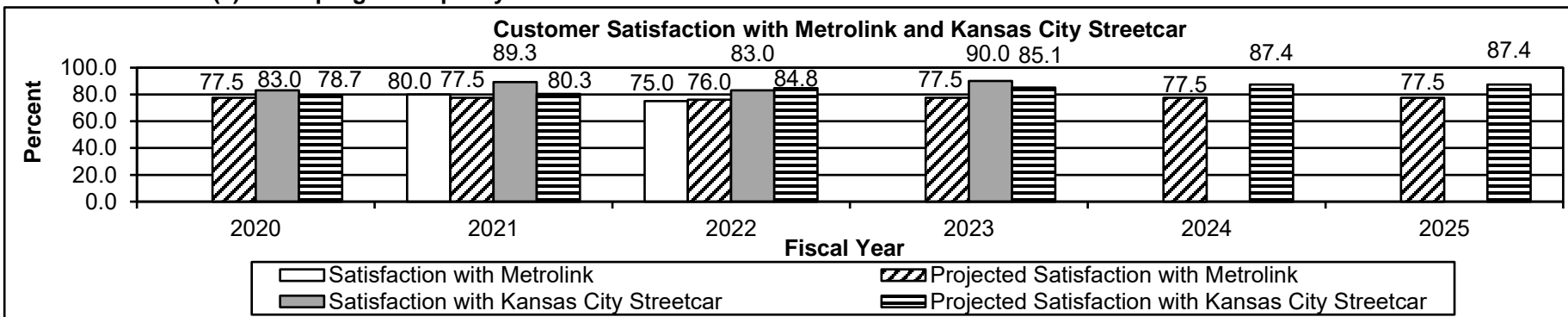
Program is found in the following core budget(s): State Safety Oversight

1b. What does this program do?

This appropriation funds the State Safety Oversight program, which involves inspecting light rail transit systems. The Federal Transit Administration provides federal funding for this program. The program requires a 20 percent state match.

2a. Provide an activity measure(s) for the program.

There are three operational systems in Missouri: the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis, and the Kansas City Streetcar. The Delmar Loop Trolley is currently operating during spring, summer and fall only. Each system is subject to the safety requirements of the State Safety Oversight program. The 2025 and 2026 projections are based upon the number of light rail systems in operation in 2024.

2b. Provide a measure(s) of the program's quality.

The 2024 and 2025 projections are based on the average of the last three years of actuals. The 2020 Metrolink customer satisfaction data was not collected. The 2023 Metrolink data was not available at time of publication.

PROGRAM DESCRIPTION

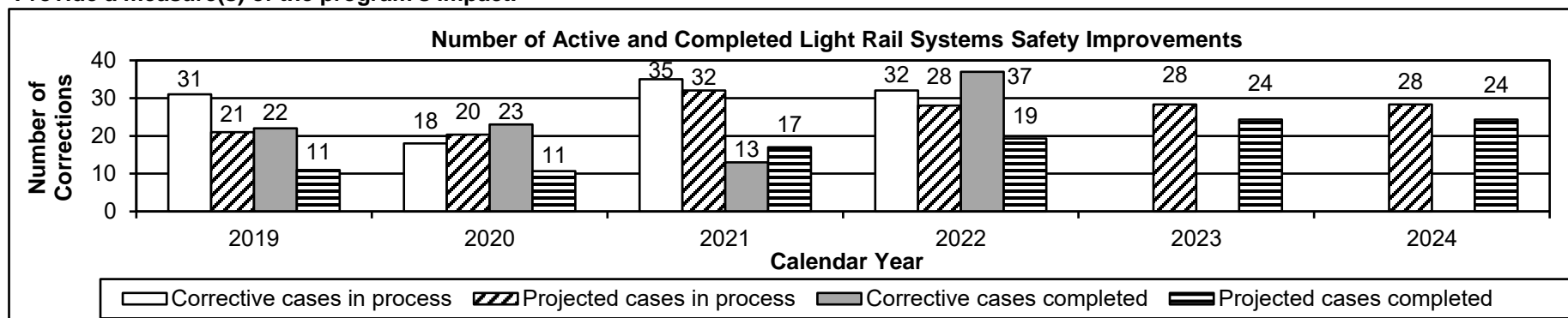
Department of Transportation

HB Section(s): 4.525

Program Name: State Safety Oversight

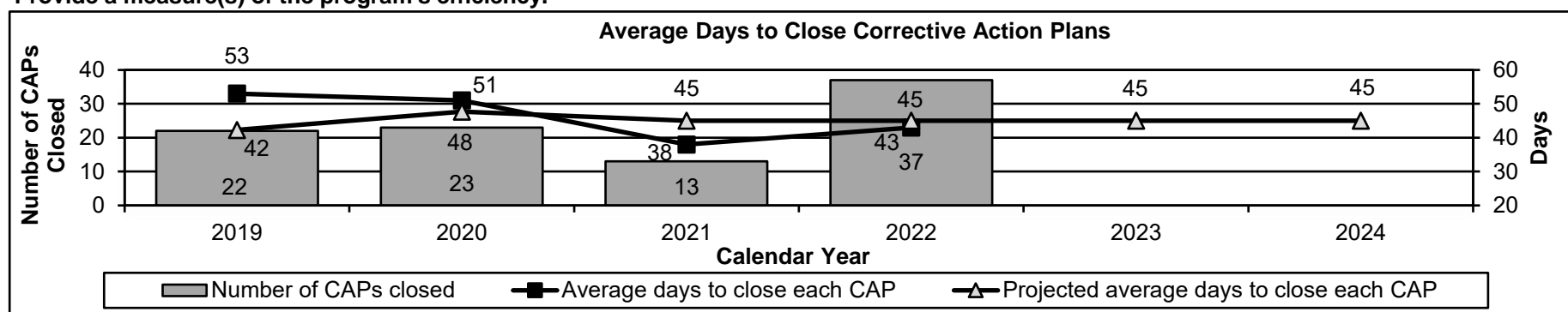
Program is found in the following core budget(s): State Safety Oversight

2c. Provide a measure(s) of the program's impact.



Currently, three light rail systems exist in Missouri: the Metrolink in St. Louis, the Delmar Loop Trolley in St. Louis and the Kansas City Streetcar. The Delmar Loop Trolley is operational during spring, summer and fall only. Compliance reviews are conducted every three years and were conducted in 2021. The 2023 and 2024 projections are based on the average of the last three years of actuals.

2d. Provide a measure(s) of the program's efficiency.



This measure represents the amount of time the State Safety Oversight (SSO) program uses to verify the completion of a Corrective Action Plan (CAP). Even when not in operation, the Delmar Loop Trolley is still subject to CAP enforcement. The 2023 and 2024 projections are based on the SSO's goal to close CAPs within 45 days.

PROGRAM DESCRIPTION

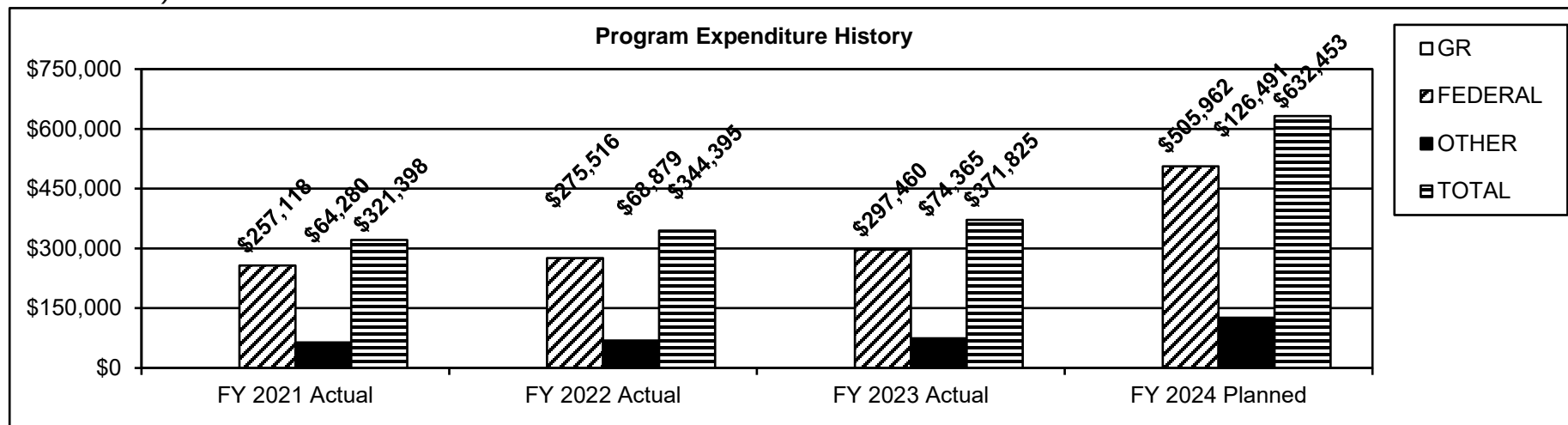
Department of Transportation

HB Section(s): 4.525

Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
49 U.S.C. 5329
6. Are there federal matching requirements? If yes, please explain.
Yes, this program requires a 20 percent state match.
7. Is this a federally mandated program? If yes, please explain.
Yes, any state with Federal Transit Administration funded Rail Fixed Guideway Systems must have a designated State Safety Oversight Agency.

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DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
STATE MATCH FOR AMTRAK									
CORE									
PROGRAM-SPECIFIC									
GENERAL REVENUE	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	0	0.00	
TOTAL - PD	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	0	0.00	
TOTAL	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	0	0.00	
State Match for Amtrak NDI - 1605017									
PROGRAM-SPECIFIC									
GENERAL REVENUE	0	0.00	0	0.00	1,500,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	1,500,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	1,500,000	0.00	0	0.00	
GRAND TOTAL	\$13,250,000	0.00	\$14,500,000	0.00	\$16,000,000	0.00	\$0	0.00	

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CORE DECISION ITEM

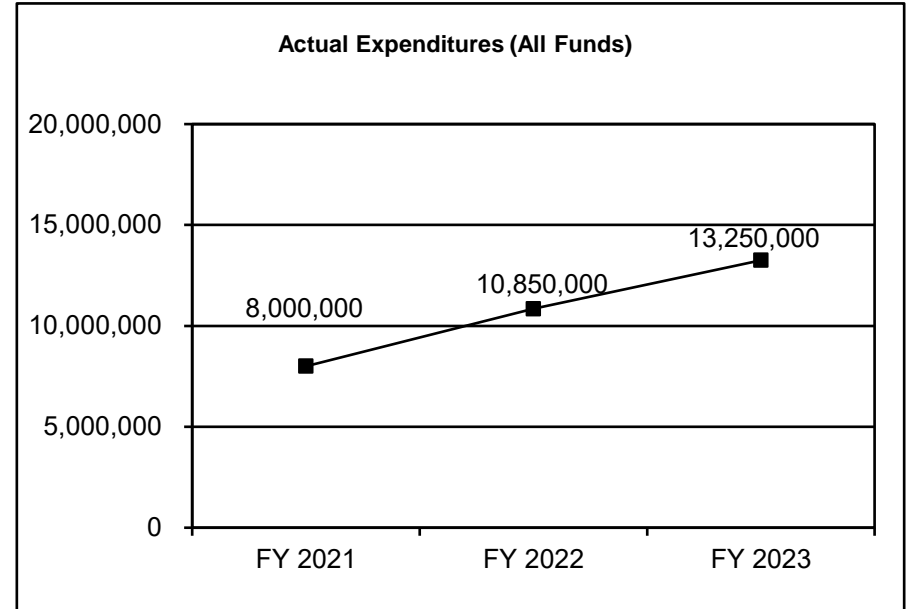
Department of Transportation Division: Multimodal Operations Core: State Match for Amtrak	Budget Unit: Multimodal Operations HB Section: 4.530																																																																																																				
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<p>This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.</p>																																																																																																					
3. PROGRAM LISTING (list programs included in this core funding)																																																																																																					
<p>The projected cost to fund twice daily round trips for fiscal year 2025 passenger rail service is \$16.0 million. The department is evaluating the level of service quarterly to ensure the service stays within the appropriation. Intercity passenger rail service supports statewide economic activity estimated at \$208.0 million. If passenger rail services are discontinued, MoDOT will be required to refund a pro-rated share of the Federal contribution, based upon the percentage of the 20 year period remaining at the time of such discontinuance.</p>																																																																																																					

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: State Match for Amtrak	HB Section:	4.530

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	8,000,000	10,850,000	13,250,000	14,500,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	8,000,000	10,850,000	13,250,000	N/A
Actual Expenditures (All Funds)	8,000,000	10,850,000	13,250,000	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

STATE MATCH FOR AMTRAK

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	14,500,000	0	0	14,500,000	
	Total	0.00	14,500,000	0	0	14,500,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
STATE MATCH FOR AMTRAK								
CORE								
PROGRAM DISTRIBUTIONS	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	0	0.00
TOTAL - PD	13,250,000	0.00	14,500,000	0.00	14,500,000	0.00	0	0.00
GRAND TOTAL	\$13,250,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00	\$0	0.00
GENERAL REVENUE	\$13,250,000	0.00	\$14,500,000	0.00	\$14,500,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.530

Program Name: State Match for Amtrak

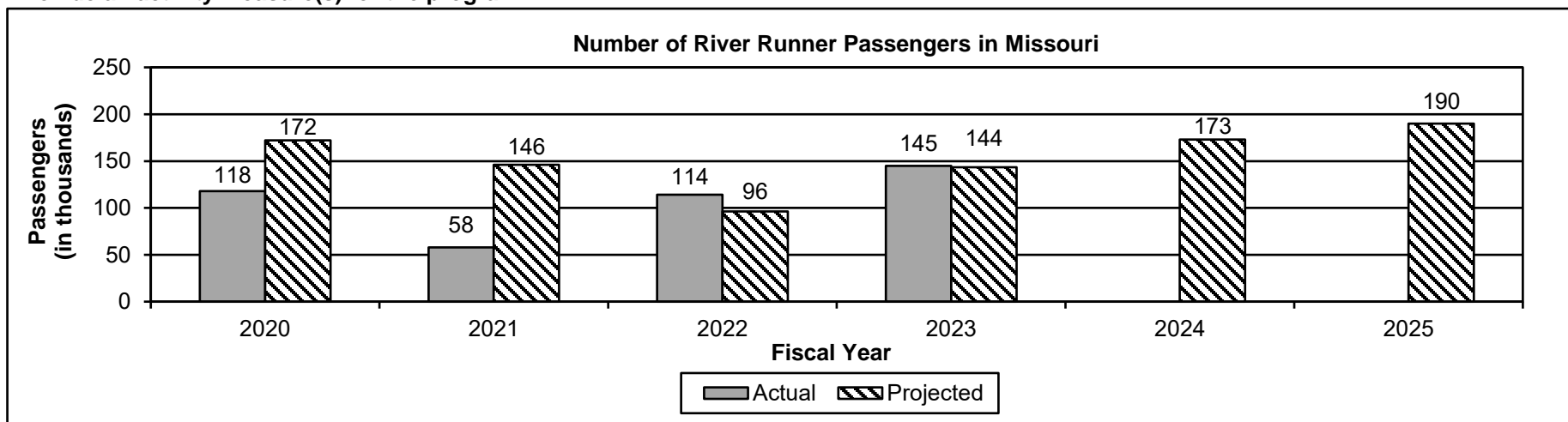
Program is found in the following core budget(s): State Match for Amtrak

1a. What strategic priority does this program address?

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.

2a. Provide an activity measure(s) for the program.

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

PROGRAM DESCRIPTION

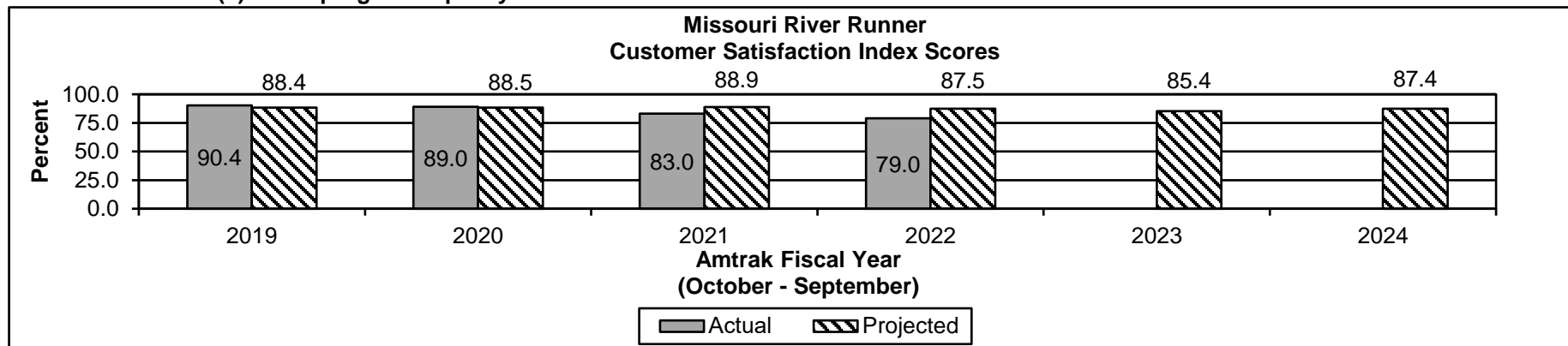
Department of Transportation

HB Section(s): 4.530

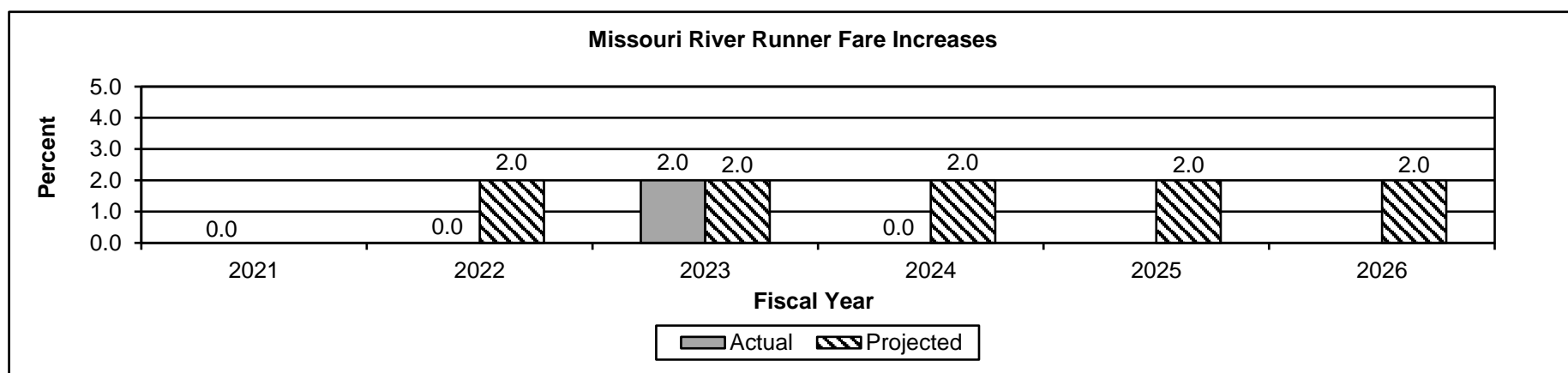
Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2b. Provide a measure(s) of the program's quality.



Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



The 2025 and 2026 projections are based on a two percent increase.

PROGRAM DESCRIPTION

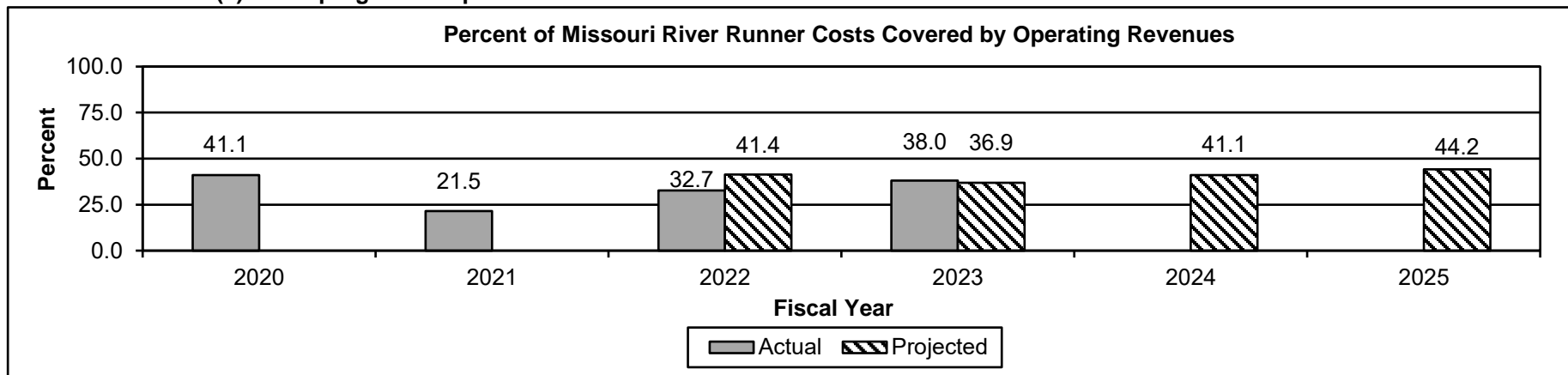
Department of Transportation

HB Section(s): 4.530

Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

2c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels in 2024. The 2025 projection is based on a 10 percent increase over the 2024 projection.

PROGRAM DESCRIPTION

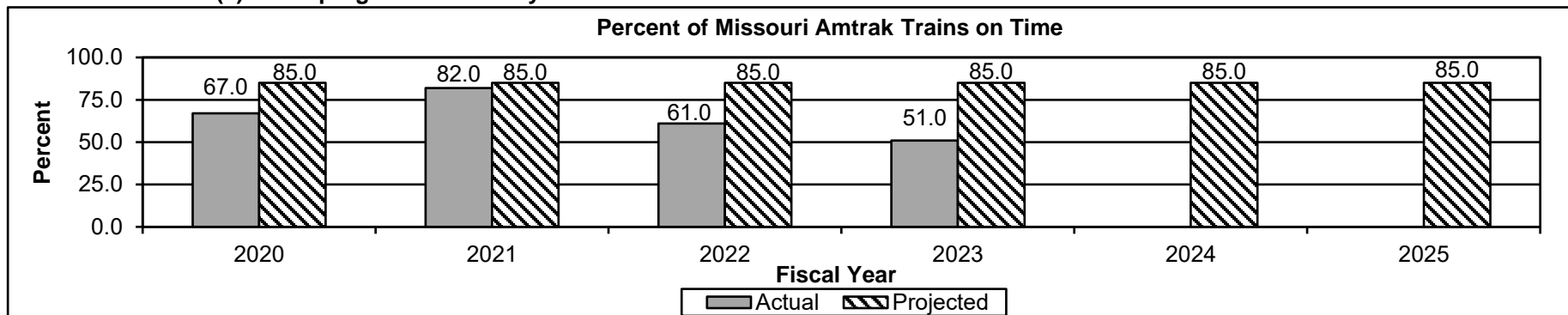
Department of Transportation

HB Section(s): 4.530

Program Name: State Match for Amtrak

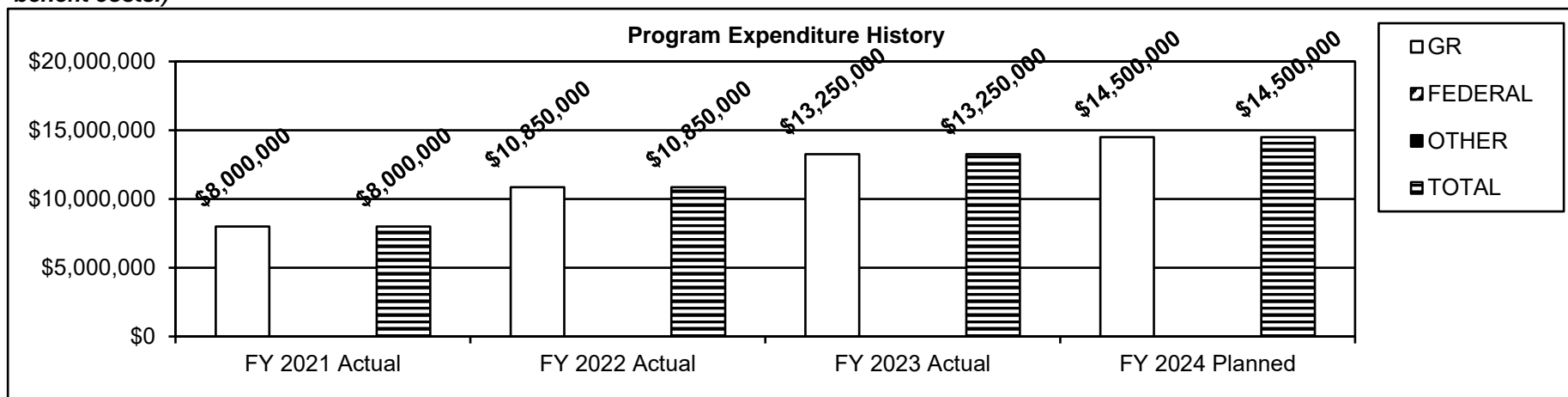
Program is found in the following core budget(s): State Match for Amtrak

2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.530

Program Name: State Match for Amtrak

Program is found in the following core budget(s): State Match for Amtrak

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 33.543, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM
RANK: 17 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017	HB Section: 4.530

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	1,500,000	0	0	1,500,000
TRF	0	0	0	0
Total	1,500,000	0	0	1,500,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This program provides state funding for passenger rail service between St. Louis and Kansas City, known as the Missouri River Runner, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers and promote statewide economic development.

NEW DECISION ITEM

RANK: 17 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>State Match for Amtrak Operating Cost Exp.</u> DI# <u>1605017</u>	HB Section: <u>4.530</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

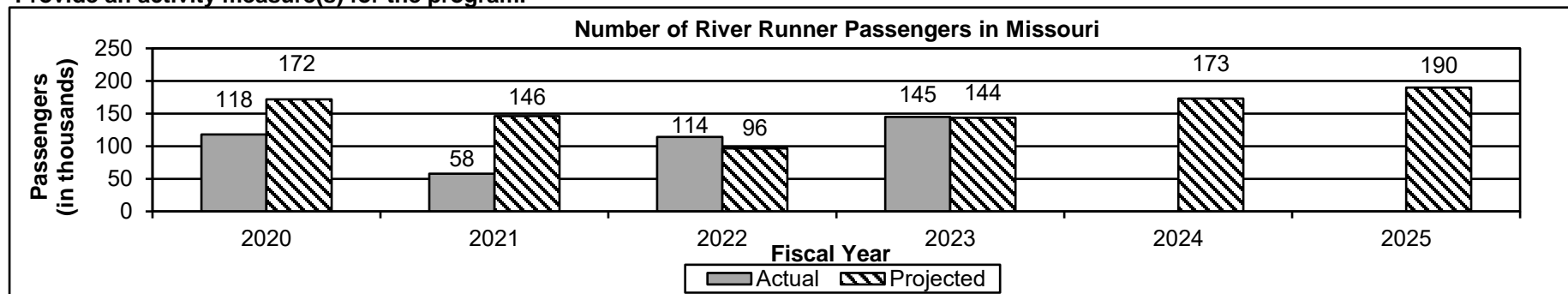
This request is needed to cover the increase in service costs due to inflation to provide twice daily passenger rail service. The increase in cost for all operating expenses including fuel and labor is expected to be approximately eight percent.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0
Total PSD	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0
Grand Total	1,500,000	0.0	0	0.0	0	0.0	1,500,000	0.0	0

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



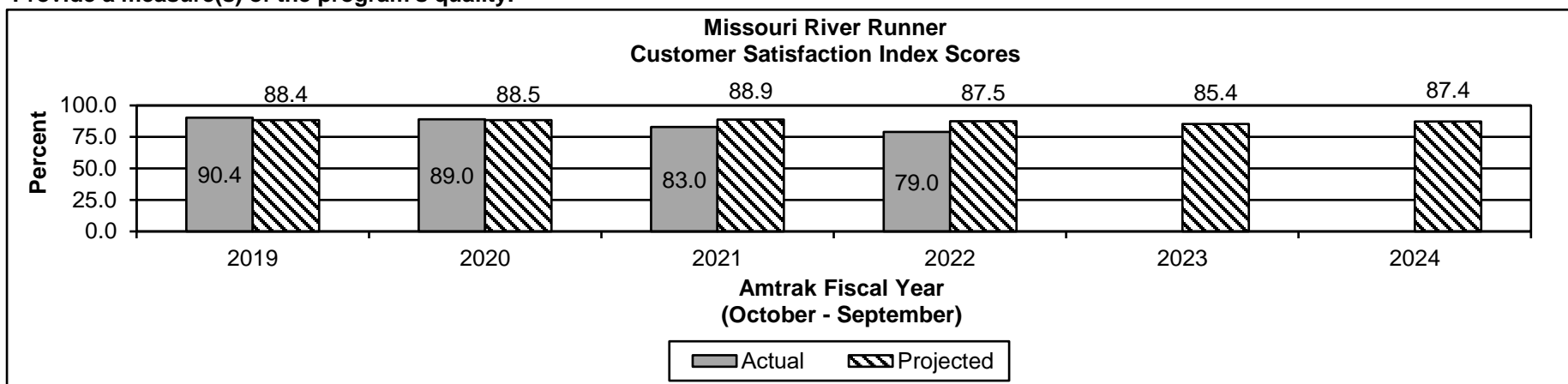
In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

NEW DECISION ITEM
RANK: 17 OF 23

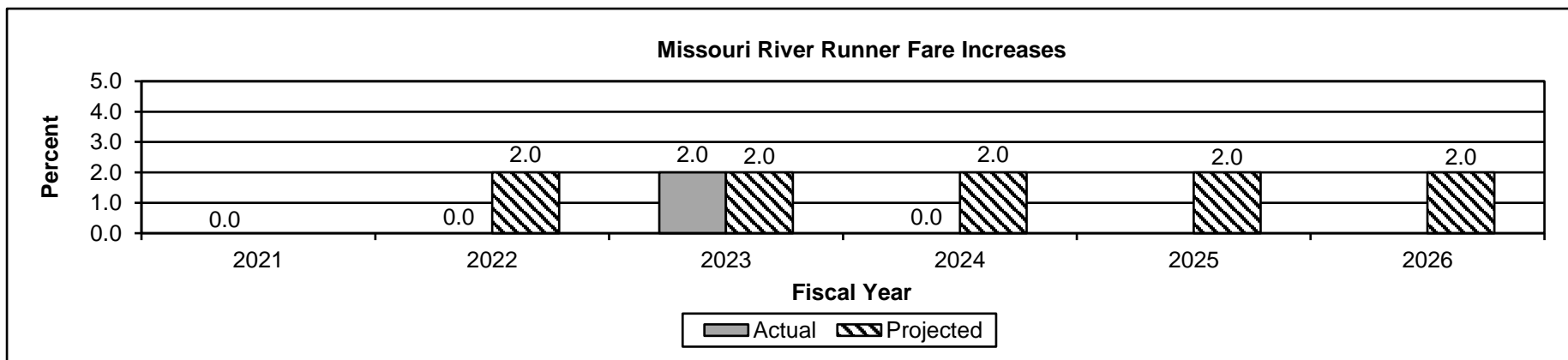
Department of Transportation
Division: Multimodal Operations
DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017

Budget Unit: Multimodal Operations
HB Section: 4.530

6b. Provide a measure(s) of the program's quality.



Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



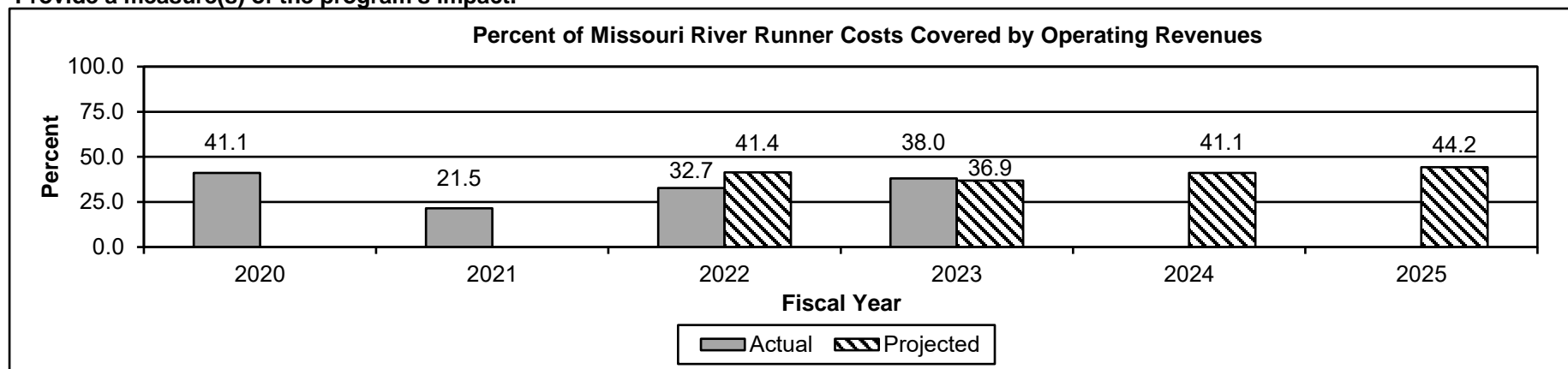
The 2025 and 2026 projections are based on a two percent increase.

NEW DECISION ITEM
RANK: 17 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017

Budget Unit: Multimodal Operations
HB Section: 4.530

6c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
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2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

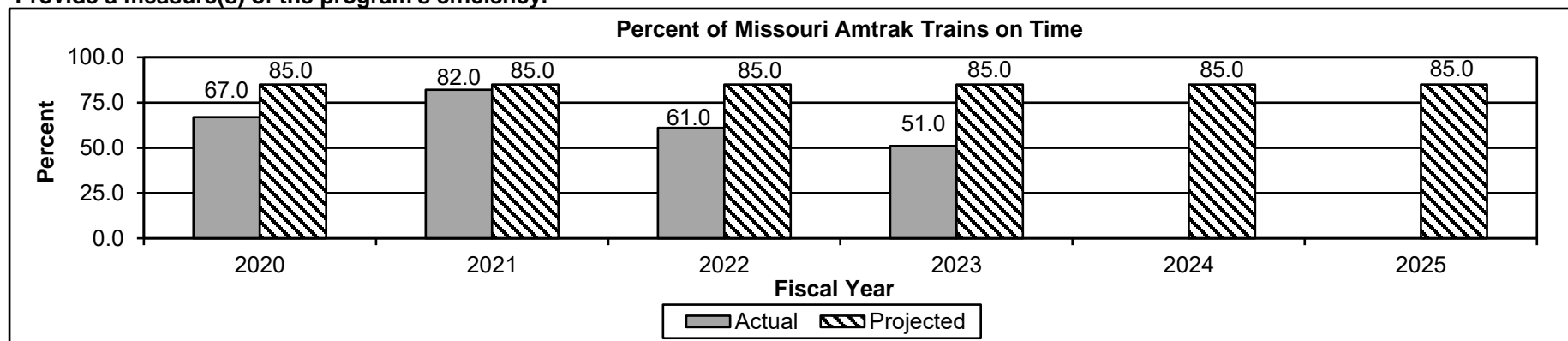
NEW DECISION ITEM

RANK: 17 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: State Match for Amtrak Operating Cost Exp. DI# 1605017

Budget Unit: Multimodal Operations
 HB Section: 4.530

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide passenger rail service for Missouri's communities and ensure the economic benefit of the service for the communities.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
STATE MATCH FOR AMTRAK								
State Match for Amtrak NDI - 1605017								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	1,500,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	1,500,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$1,500,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$1,500,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AMTRAK ADVERTISING & STATION								
CORE								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND	25,000	0.00	25,000	0.00	25,000	0.00	0	0.00
TOTAL - EE	25,000	0.00	25,000	0.00	25,000	0.00	0	0.00
TOTAL	25,000	0.00	25,000	0.00	25,000	0.00	0	0.00
MO Amtrak Stations NDI - 1605018								
EXPENSE & EQUIPMENT								
STATE TRANSPORTATION FUND	0	0.00	0	0.00	10,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	10,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	10,000	0.00	0	0.00
GRAND TOTAL	\$25,000	0.00	\$25,000	0.00	\$35,000	0.00	\$0	0.00

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1. CORE FINANCIAL SUMMARY

HB 4	0	0	0	0
HB 5	0	0	0	0

Other Funds: State Transportation Fund (0675)

HB 4	0	0	0	0
HB 5	0	0	0	0

Other Funds:

This program is used to provide a small reimbursement to cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

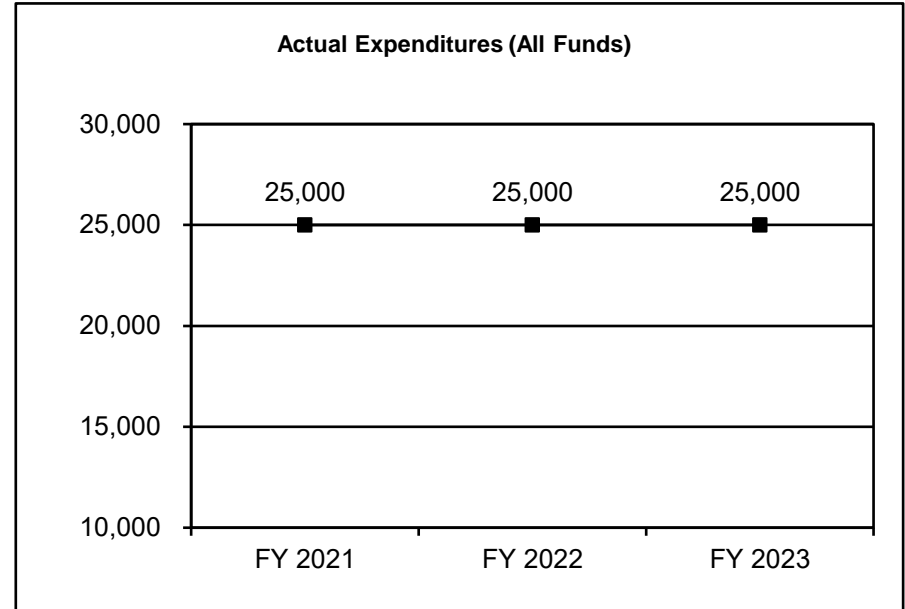
This program is used for all 13 passenger rail stations in Missouri. These stations are in Arcadia, Kansas City, Independence, Lee's Summit, Warrensburg, Sedalia, La Plata, Jefferson City, Hermann, Washington, Poplar Bluff, Kirkwood and St. Louis. At the beginning of each fiscal year, MoDOT initially offers an equal amount of funding for each community to request for these repairs and improvements. MoDOT reviews the appropriation authority balance semi-annually. If certain communities only use a portion of available funding or did not request funding at all, then other communities may request additional funds. Communities must submit project proposals to MoDOT for review and approval. Once a project is approved, the requesting entity must submit invoices and paid receipts for reimbursement as work is completed.

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Amtrak Advertising and Station Improvements	HB Section:	4.535

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	25,000	25,000	25,000	25,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	25,000	25,000	25,000	N/A
Actual Expenditures (All Funds)	25,000	25,000	25,000	N/A
Unexpended (All Funds)	0	0	0	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
AMTRAK ADVERTISING & STATION

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	EE	0.00	0	0	25,000	25,000	
	Total	0.00	0	0	25,000	25,000	
DEPARTMENT CORE REQUEST							
	EE	0.00	0	0	25,000	25,000	
	Total	0.00	0	0	25,000	25,000	
GOVERNOR'S RECOMMENDED CORE							
	EE	0.00	0	0	25,000	25,000	
	Total	0.00	0	0	25,000	25,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AMTRAK ADVERTISING & STATION								
CORE								
MISCELLANEOUS EXPENSES	25,000	0.00	25,000	0.00	25,000	0.00	0	0.00
TOTAL - EE	25,000	0.00	25,000	0.00	25,000	0.00	0	0.00
GRAND TOTAL	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$25,000	0.00	\$25,000	0.00	\$25,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

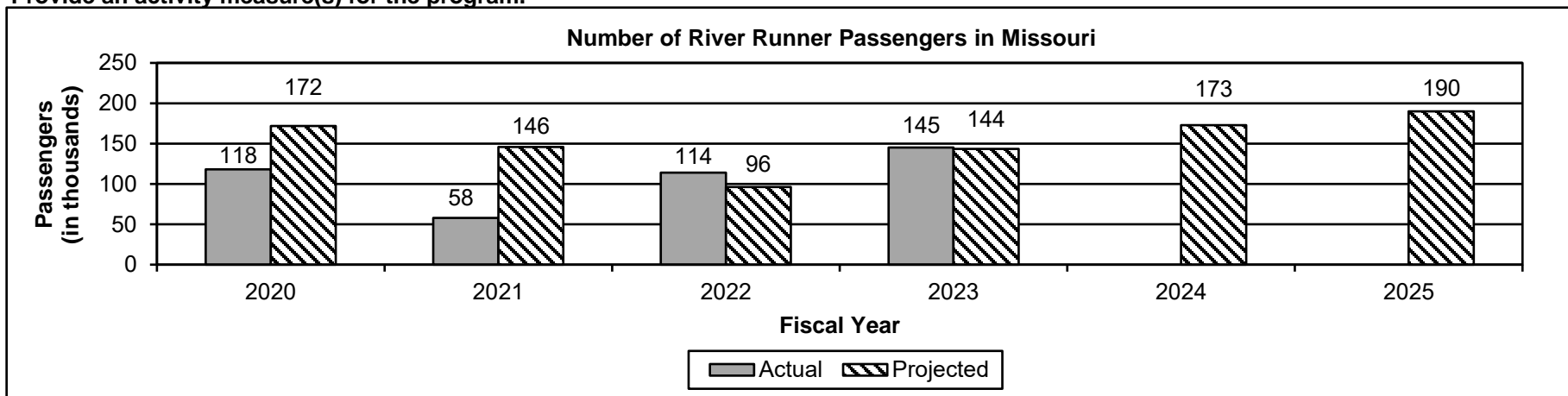
HB Section(s): 4.535

Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

1b. What does this program do?

This program was established to partially reimburse cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

2a. Provide an activity measure(s) for the program.

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

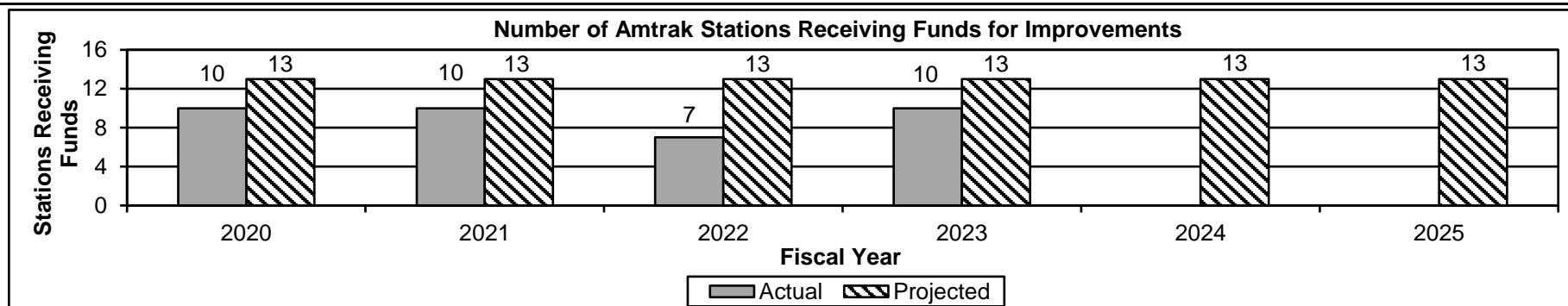
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.535

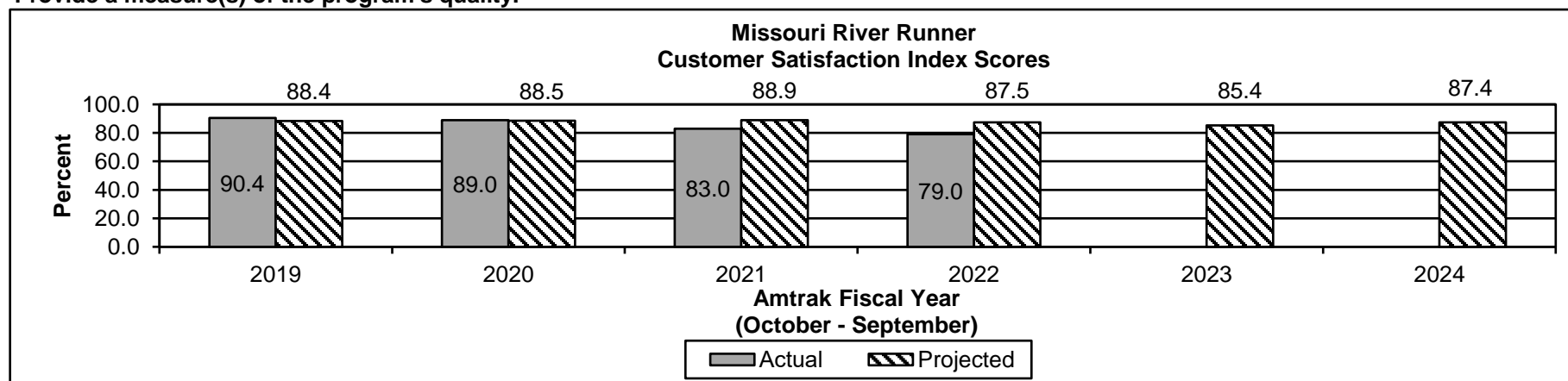
Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements



There are currently 13 Amtrak stations in Missouri. The projections for 2024 and 2025 are based off of all 13 stations receiving funds for improvements.

2b. Provide a measure(s) of the program's quality.



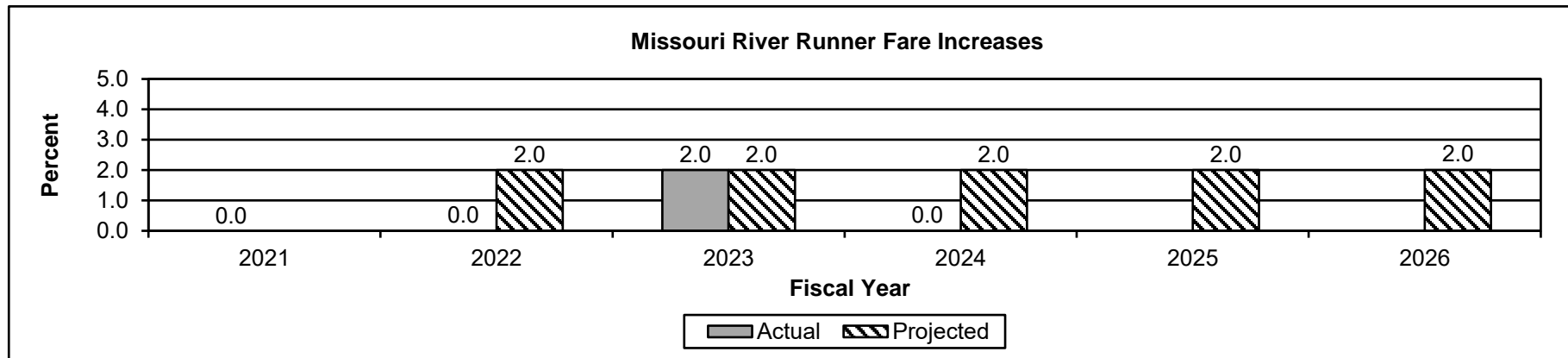
Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.

PROGRAM DESCRIPTION

Department of Transportation

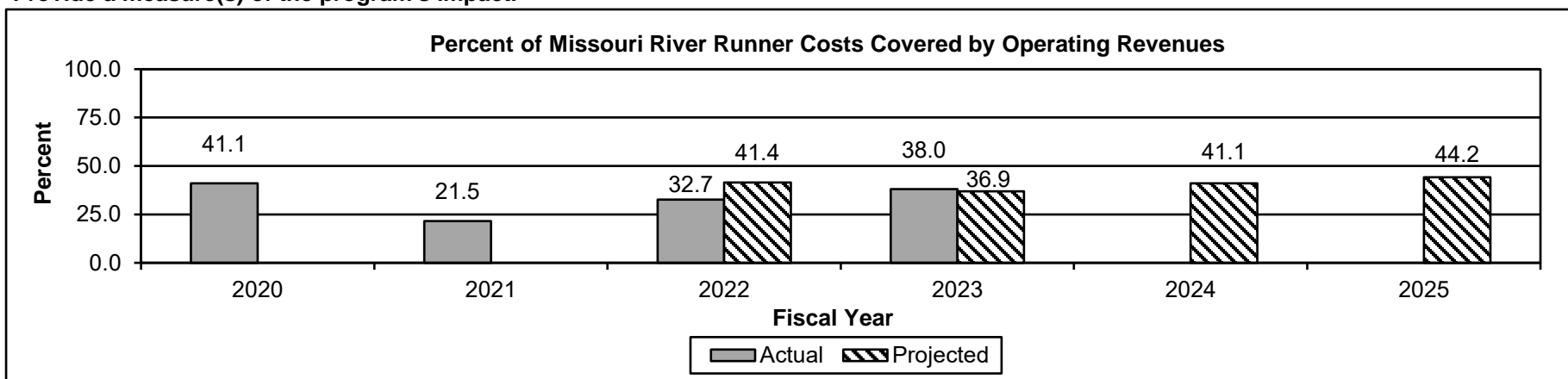
HB Section(s): 4.535

Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

The 2025 and 2026 projections are based on a two percent increase.

2c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.535

Program Name: Amtrak Advertising and Station Improvements

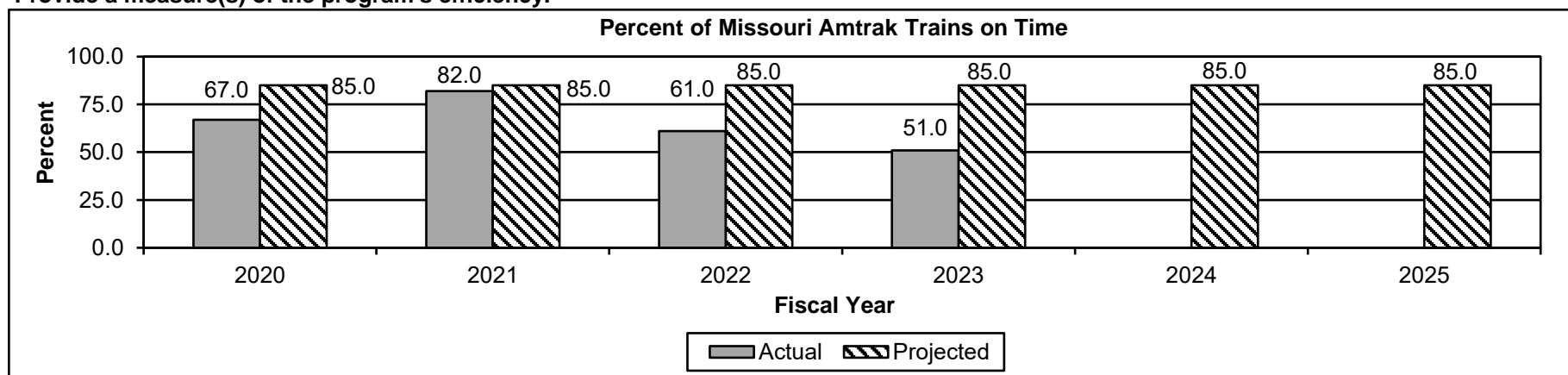
Program is found in the following core budget(s): Passenger Rail Station Improvements

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

2d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

PROGRAM DESCRIPTION

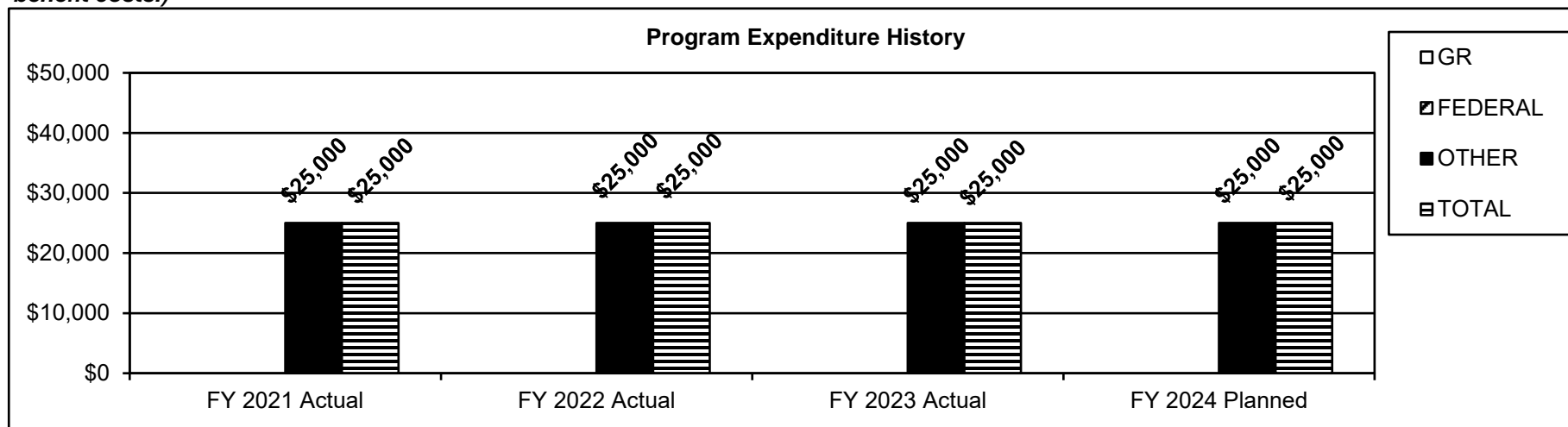
Department of Transportation

HB Section(s): 4.535

Program Name: Amtrak Advertising and Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

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NEW DECISION ITEM

RANK: 18 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Amtrak Advertising and Station Imp. Exp.</u> DI# <u>1605018</u>	HB Section: <u>4.530</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	10,000	10,000
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	10,000	10,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

Communities' passenger rail stations have incurred increased costs to maintain and improve their stations. These additional funds will assist communities with those costs.

NEW DECISION ITEM

RANK: 18 OF 23

Department of Transportation					Budget Unit: <u>Multimodal Operations</u>				
Division: <u>Multimodal Operations</u>									
DI Name: <u>Amtrak Advertising and Station Imp. Exp.</u>			DI# <u>1605018</u>		HB Section: <u>4.530</u>				
<p>4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)</p> <p>Currently 13 stations receive \$1,923 in assistance and with this increase they will receive \$2,692 annually.</p>									
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Professional Services	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Total EE	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0
Grand Total	0	0.0	0	0.0	10,000	0.0	10,000	0.0	0

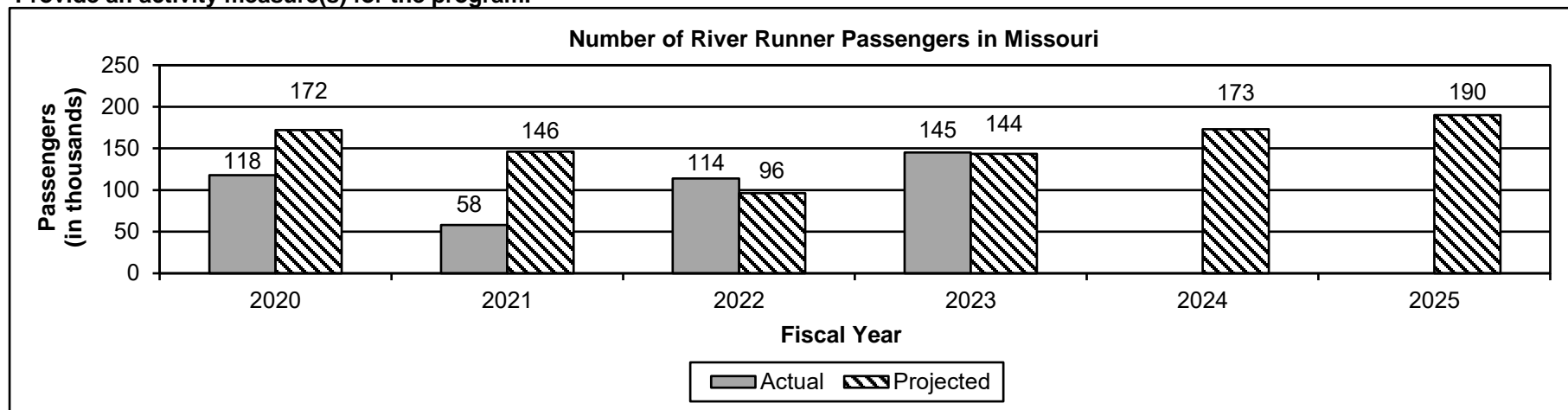
NEW DECISION ITEM
RANK: 18 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018

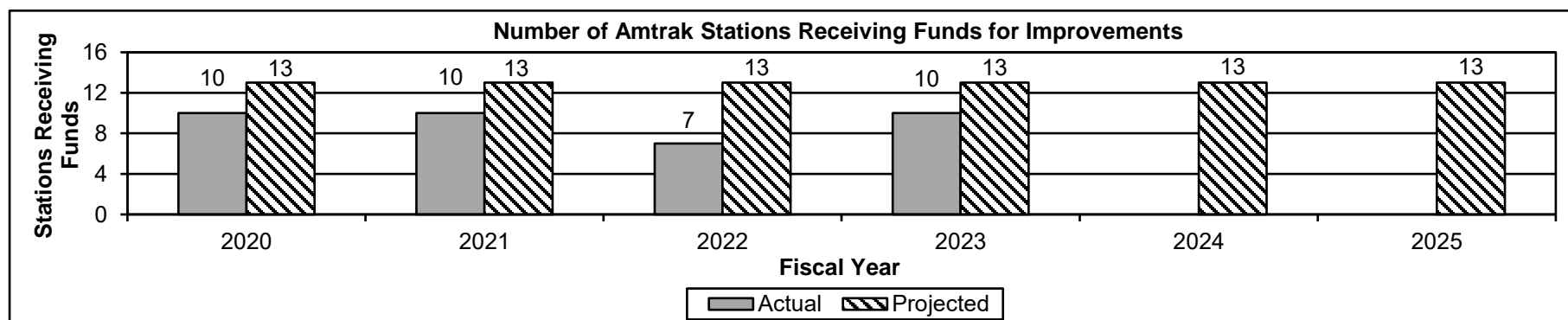
Budget Unit: Multimodal Operations
HB Section: 4.530

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.



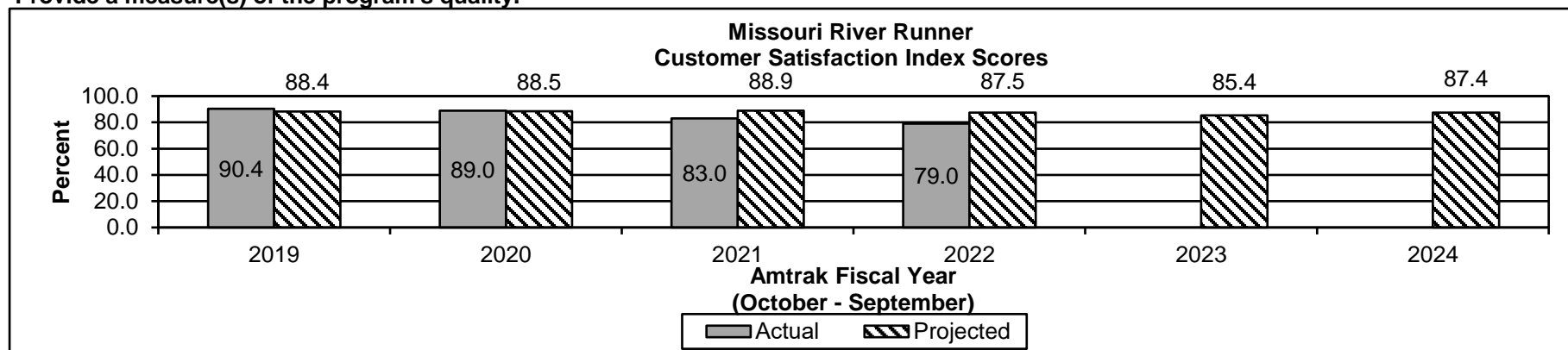
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NEW DECISION ITEM
RANK: 18 OF 23

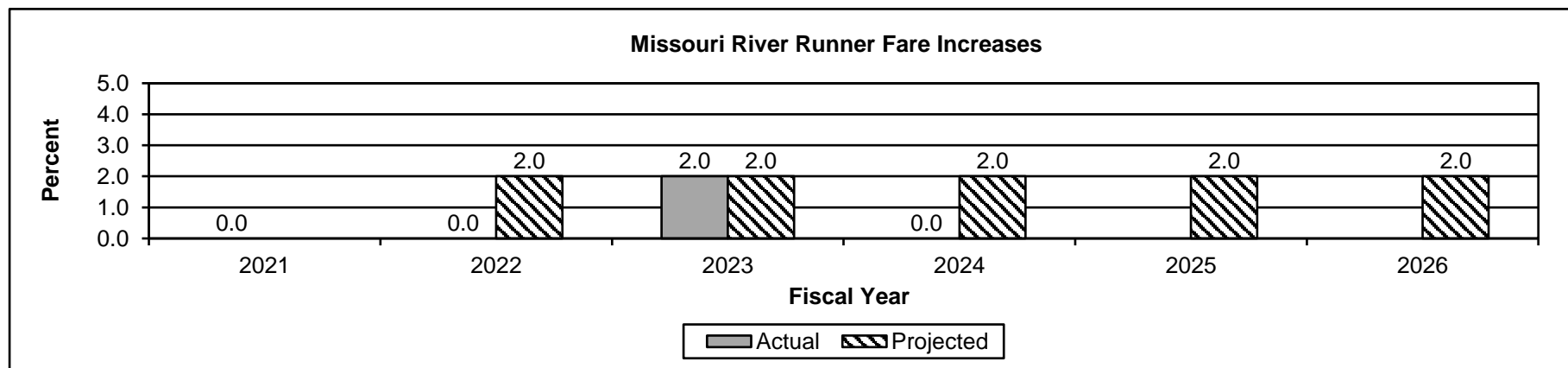
Department of Transportation
Division: Multimodal Operations
DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018

Budget Unit: Multimodal Operations
HB Section: 4.530

6b. Provide a measure(s) of the program's quality.



Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



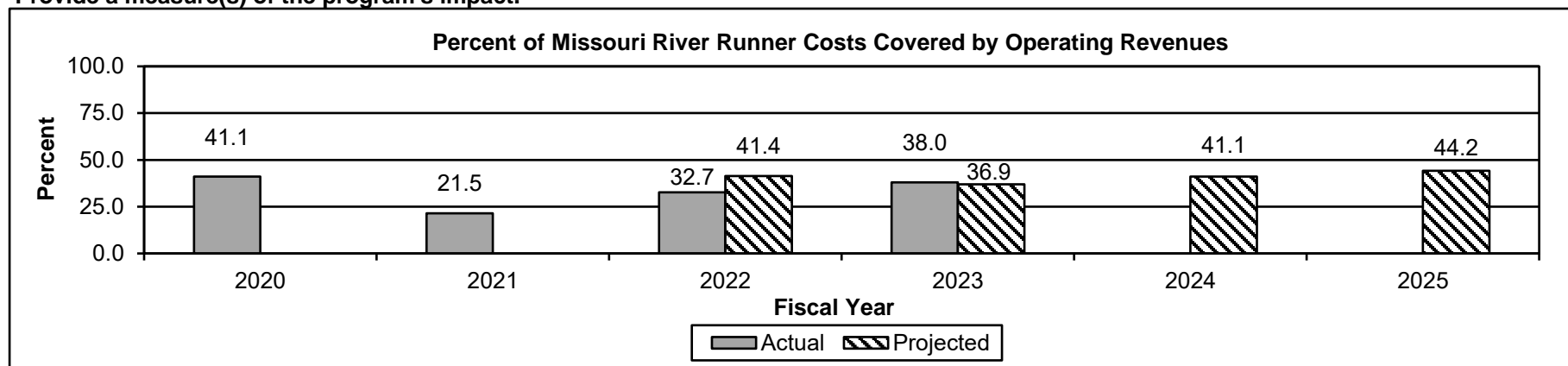
The 2025 and 2026 projections are based on a two percent increase.

NEW DECISION ITEM
RANK: 18 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018

Budget Unit: Multimodal Operations
HB Section: 4.530

6c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
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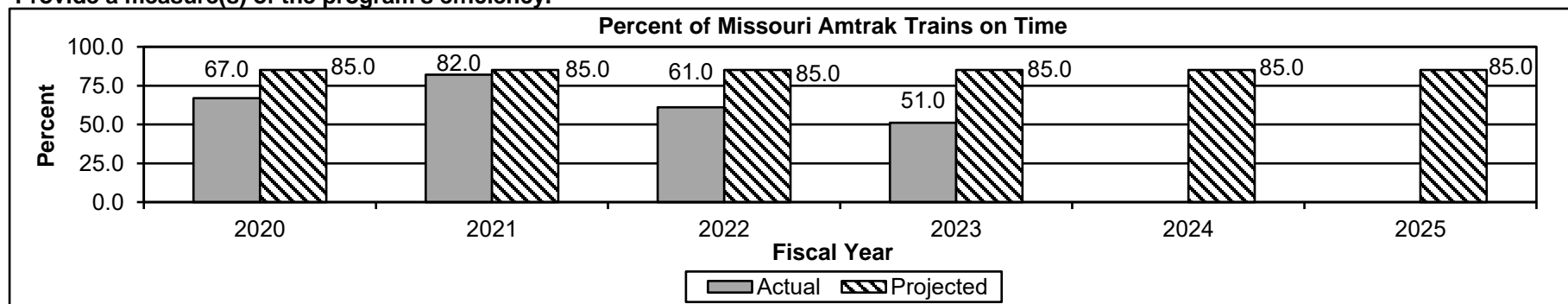
NEW DECISION ITEM

RANK: 18 OF 23

Department of Transportation

Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: Amtrak Advertising and Station Imp. Exp. DI# 1605018HB Section: 4.530

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide passenger rail service for Missouri's communities and ensure the economic benefit of the service for the communities.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AMTRAK ADVERTISING & STATION								
MO Amtrak Stations NDI - 1605018								
MISCELLANEOUS EXPENSES	0	0.00	0	0.00	10,000	0.00	0	0.00
TOTAL - EE	0	0.00	0	0.00	10,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$10,000	0.00	\$0	0.00
GENERAL REVENUE								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS								
	\$0	0.00	\$0	0.00	\$10,000	0.00		0.00

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RR GRADE CROSSING HAZARDS								
CORE								
EXPENSE & EQUIPMENT								
GRADE CROSSING SAFETY ACCOUNT	0	0.00	65,000	0.00	40,000	0.00	0	0.00
TOTAL - EE	0	0.00	65,000	0.00	40,000	0.00	0	0.00
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	50,000,000	0.00	0	0.00	0	0.00
GRADE CROSSING SAFETY ACCOUNT	335,341	0.00	2,935,000	0.00	2,960,000	0.00	0	0.00
TOTAL - PD	335,341	0.00	52,935,000	0.00	2,960,000	0.00	0	0.00
TOTAL	335,341	0.00	53,000,000	0.00	3,000,000	0.00	0	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	60,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	60,000,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	60,000,000	0.00	0	0.00
GRAND TOTAL	\$335,341	0.00	\$53,000,000	0.00	\$63,000,000	0.00	\$0	0.00

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CORE DECISION ITEM

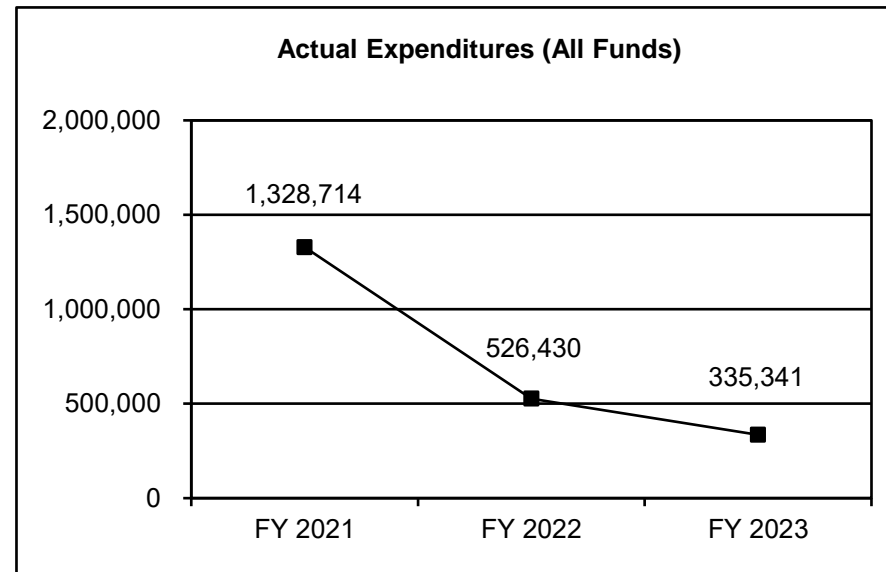
Department of Transportation Division: Multimodal Operations Core: RR Grade Crossing Hazards	Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.540</u>																																																																																																				
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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2025 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>EE</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">40,000</td> <td style="text-align: center;">40,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2,960,000</td> <td style="text-align: center;">2,960,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">3,000,000</td> <td style="text-align: center;">3,000,000</td> </tr> <tr> <td>FTE</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">HB 4</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds: Grade Crossing Safety Account (0290)</p>		FY 2025 Budget Request					GR	Federal	Other	Total	PS	0	0	0	0	EE	0	0	40,000	40,000	PSD	0	0	2,960,000	2,960,000	TRF	0	0	0	0	Total	0	0	3,000,000	3,000,000	FTE	0.00	0.00	0.00	0.00	HB 4	0	0	0	0	HB 5	0	0	0	0	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2025 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>EE</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>PSD</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>TRF</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>FTE</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> <td style="text-align: center;">0.00</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">HB 4</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> <td style="width: 15%; text-align: center;">0</td> </tr> <tr> <td>HB 5</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p>		FY 2025 Governor's Recommendation					GR	Federal	Other	Total	PS	0	0	0	0	EE	0	0	0	0	PSD	0	0	0	0	TRF	0	0	0	0	Total	0	0	0	0	FTE	0.00	0.00	0.00	0.00	HB 4	0	0	0	0	HB 5	0	0	0	0
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<p>This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,300 public at grade highway/railroad crossings exist in the state, with over 1,400 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$400,000. The revenue generated from this fund is approximately \$1.5 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.5 million annually. MoDOT works with local communities to determine priorities.</p>																																																																																																					
3. PROGRAM LISTING (list programs included in this core funding)																																																																																																					
<p>Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs.</p>																																																																																																					

CORE DECISION ITEM

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
Core: RR Grade Crossing Hazards	HB Section: <u>4.540</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	3,000,000	3,000,000	3,000,000	53,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	3,000,000	3,000,000	3,000,000	N/A
Actual Expenditures (All Funds)	1,328,714	526,430	335,341	N/A
Unexpended (All Funds)	1,671,286	2,473,570	2,664,659	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	1,671,286	2,473,570	2,664,659	N/A
	(1), (2)	(1), (2)	(1), (2)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year projects may pay out in multiple fiscal years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but would not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$ 1,148,412	\$ 847,322	\$ 1,460,802

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**RR GRADE CROSSING HAZARDS****5. CORE RECONCILIATION**

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	0	65,000	65,000	
		PD	0.00	50,000,000	0	2,935,000	52,935,000	
		Total	0.00	50,000,000	0	3,000,000	53,000,000	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#557]	PD	0.00	(50,000,000)	0	0	(50,000,000)	Railroad Grade Crossing NDI one-time appropriation authority
Core Reallocation	[#476]	EE	0.00	0	0	(25,000)	(25,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#476]	PD	0.00	0	0	25,000	25,000	BOBC reallocation based on historical actual expenditures
NET DEPARTMENT CHANGES			0.00	(50,000,000)	0	0	(50,000,000)	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	0	40,000	40,000	
		PD	0.00	0	0	2,960,000	2,960,000	
		Total	0.00	0	0	3,000,000	3,000,000	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	0	40,000	40,000	
		PD	0.00	0	0	2,960,000	2,960,000	
		Total	0.00	0	0	3,000,000	3,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RR GRADE CROSSING HAZARDS								
CORE								
PROFESSIONAL SERVICES	0	0.00	25,000	0.00	0	0.00	0	0.00
PROPERTY & IMPROVEMENTS	0	0.00	40,000	0.00	40,000	0.00	0	0.00
TOTAL - EE	0	0.00	65,000	0.00	40,000	0.00	0	0.00
PROGRAM DISTRIBUTIONS	335,341	0.00	52,935,000	0.00	2,960,000	0.00	0	0.00
TOTAL - PD	335,341	0.00	52,935,000	0.00	2,960,000	0.00	0	0.00
GRAND TOTAL	\$335,341	0.00	\$53,000,000	0.00	\$3,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$50,000,000	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$335,341	0.00	\$3,000,000	0.00	\$3,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.540

Program Name: RR Grade Crossing Hazards

Program is found in the following core budget(s): RR Grade Crossing Hazards

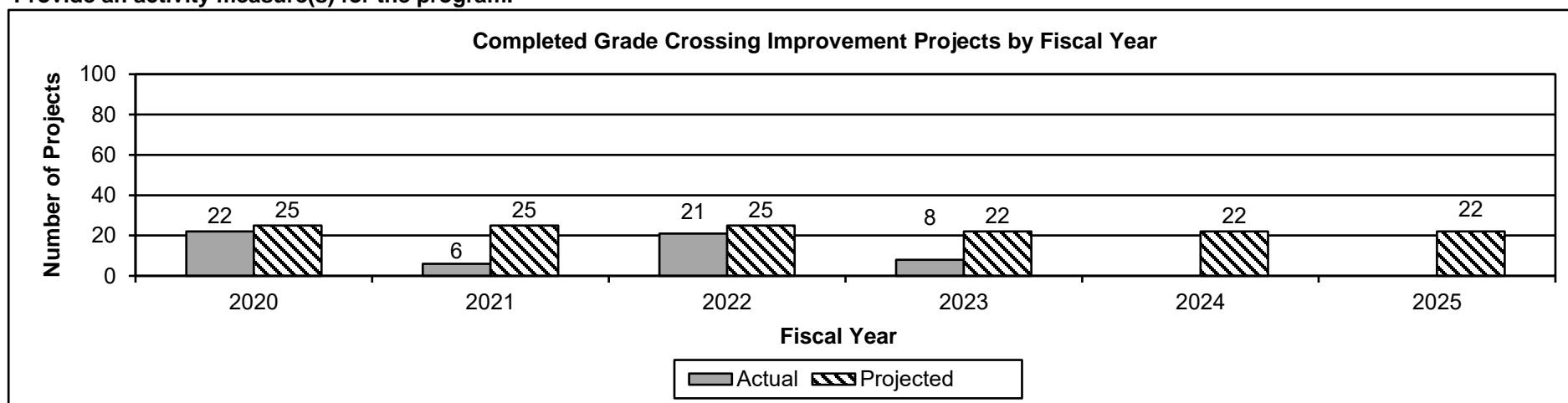
1a. What strategic priority does this program address?

Safety - moving Missourians safely

1b. What does this program do?

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,300 public at grade highway/railroad crossings exist in the state, with over 1,400 Passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$400,000. The revenue generated from this fund is approximately \$1.5 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.5 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens.

2a. Provide an activity measure(s) for the program.



Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs. The number of projects completed in 2021 was lower due to the COVID-19 pandemic travel restrictions. The number of projects completed in 2023 was lower due to fewer projects being opened in 2021 due to staffing shortages and the COVID-19 pandemic.

PROGRAM DESCRIPTION

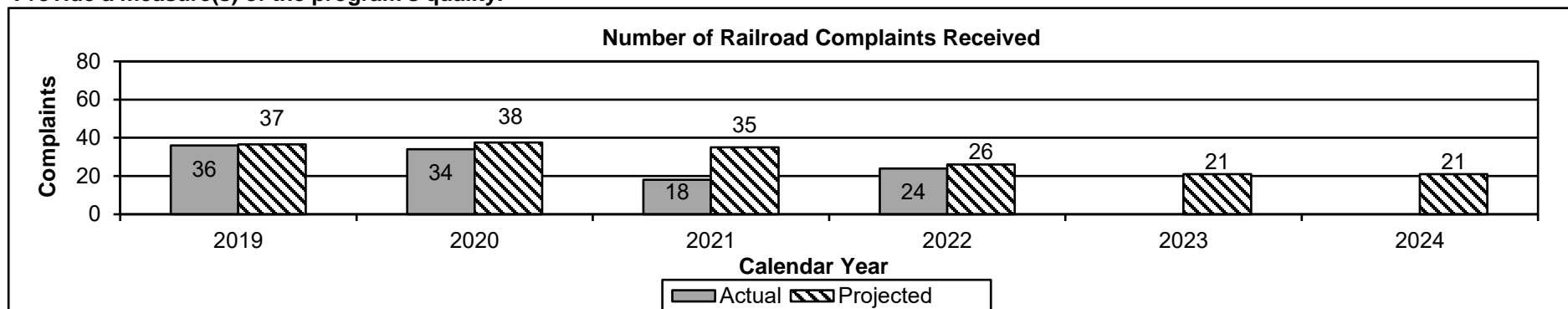
Department of Transportation

HB Section(s): 4.540

Program Name: RR Grade Crossing Hazards

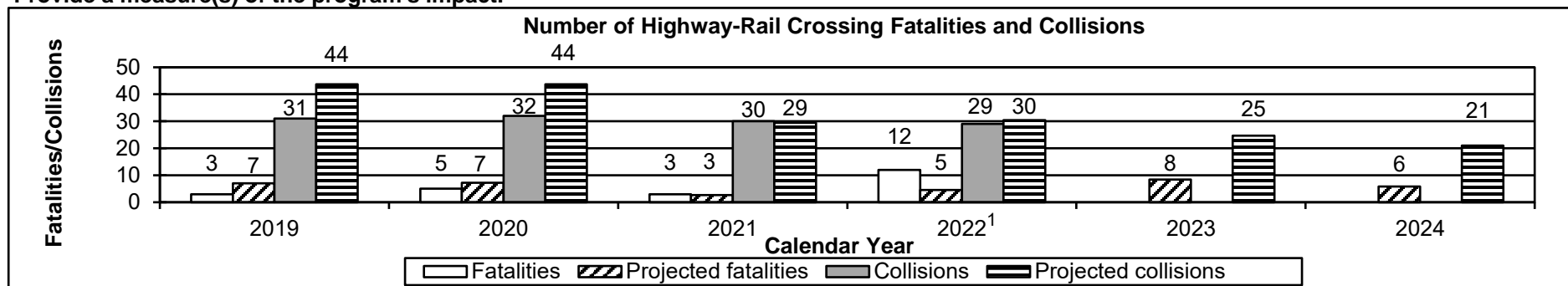
Program is found in the following core budget(s): RR Grade Crossing Hazards

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2023 and 2024 projections are based on the average of the past two years of actual data.

2c. Provide a measure(s) of the program's impact.



¹Data is preliminary and is subject to change.

The fatalities in 2022 includes four fatalities in the Amtrak collision near Mendon, MO. The 2023 projection for fatalities is based on a 30 percent reduction from the calendar year 2022 actual. The 2024 projection for fatalities is based on a 30 percent reduction from the 2023 projection. The 2023 projection for collisions is based on a 15 percent reduction from the calendar year 2022 actual. The 2024 projection for collisions is based on a 15 percent reduction from the 2023 projection.

PROGRAM DESCRIPTION

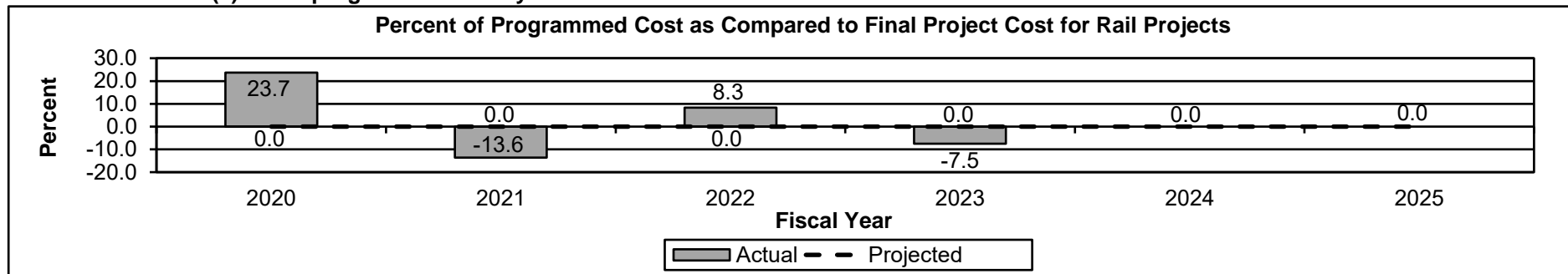
Department of Transportation

HB Section(s): 4.540

Program Name: RR Grade Crossing Hazards

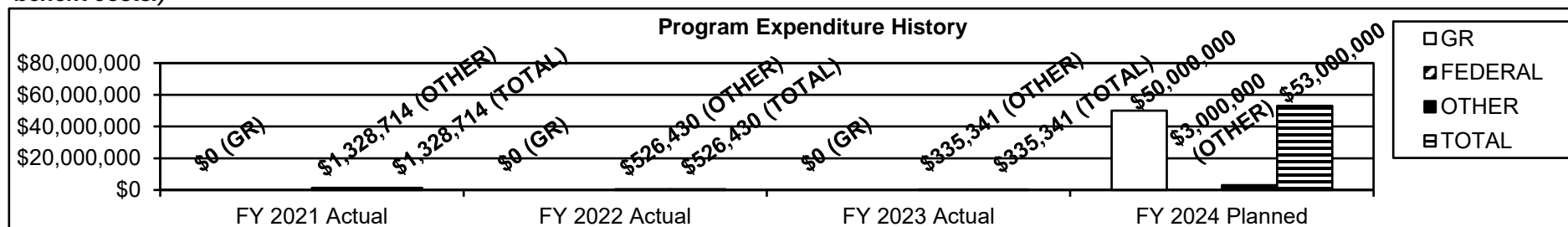
Program is found in the following core budget(s): RR Grade Crossing Hazards

2d. Provide a measure(s) of the program's efficiency.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

Grade Crossing Safety Account (0290)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

6. Are there federal matching requirements? If yes, please explain.

Federal Discretionary Grant programs have a 20 percent match requirement. There are no matching requirements for section 130 funds.

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>RR Grade Crossing Hazards Expansion</u> DI# <u>1605010</u>	HB Section: <u>4.540</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	60,000,000	0	0	60,000,000
TRF	0	0	0	0
Total	<u>60,000,000</u>	<u>0</u>	<u>0</u>	<u>60,000,000</u>
FTE	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
FTE	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

There are 6,564 highway-rail crossings in Missouri. Of these, 4,381 crossings are public, and 2,183 crossings are private. Out of the 4,381 public crossings, over 3,300 are at-grade railroad crossings with approximately 85 percent located off the state highway system. The state system has 496 at-grade crossings with 22 of them being Passive crossings, while the local system has 2,815 at-grade crossings with over 1,400 of them being Passive. Passive crossings are those that lack active warning devices to indicate if a train is coming. 98 percent of the Passive crossings are located on City or County roads. Over the last five years, 53 percent of fatalities at railroad crossings in Missouri occurred at Passive crossings. This funding will increase the number of crossings with active warning devices. The program is in accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo. This request includes continuation of the \$50.0 million in funding provided in 2024 as one-time and \$10.0 million as additional funding.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>RR Grade Crossing Hazards Expansion</u> DI# <u>1605010</u>	HB Section: <u>4.540</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This expansion item is for safety improvements to railroad crossings. This funding could be used as a match to federal grant programs such as the Railroad Crossing Elimination Program (49 USC 22909) or the Consolidated Rail Infrastructure and Safety Improvement Program (49 USC 22907). This investment would allow the department to complete an equivalent of six years of projects. The investment will be even greater if the department is successful in obtaining grants from the federal government. The current estimated cost to upgrade all public passive railroad crossings with flashing lights and gates is approximately \$700.0 million and would take 23 years to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0
Total PSD	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0
Grand Total	60,000,000	0.0	0	0.0	0	0.0	60,000,000	0.0	0

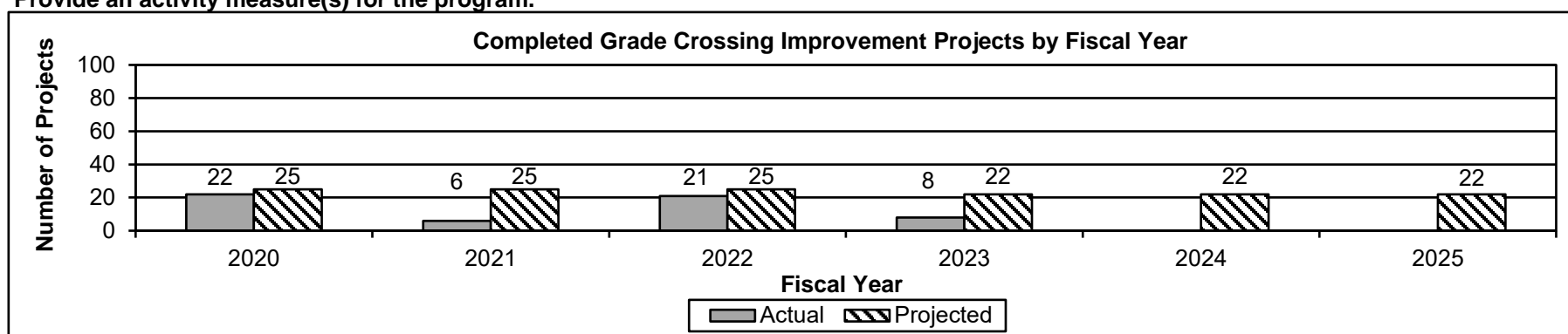
NEW DECISION ITEM
RANK: 10 **OF** 23

Department of Transportation
Division: Multimodal Operations
DI Name: RR Grade Crossing Hazards Expansion **DI# 1605010**

Budget Unit: Multimodal Operations
HB Section: 4.540

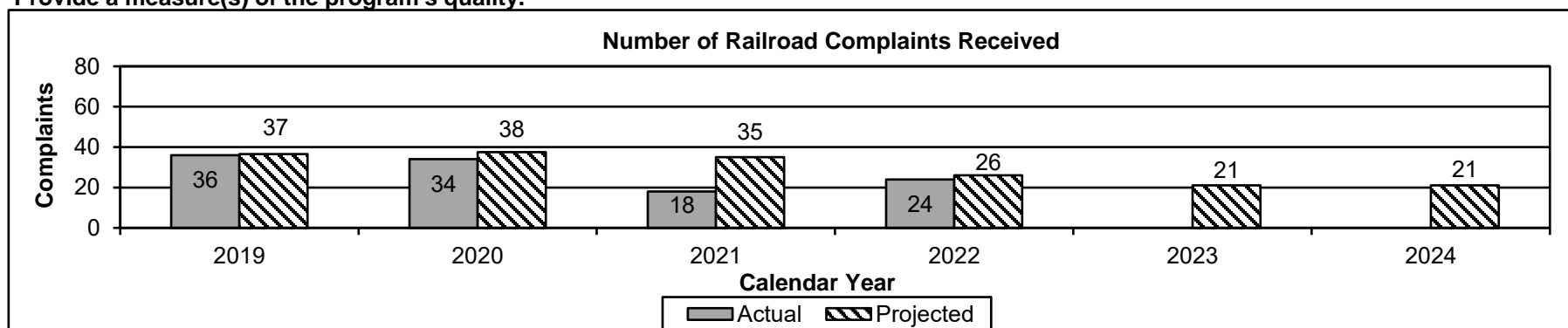
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



Annual funding allows for approximately 19 projects to be completed. The number of projects that can be completed has decreased due to rising costs. The number of projects completed in 2021 was lower due to the COVID-19 pandemic travel restrictions. The number of projects completed in 2023 was lower due to fewer projects being opened in 2021 due to staffing shortages and the COVID-19 pandemic.

6b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2023 and 2024 projections are based on the average of the past two years of actual data.

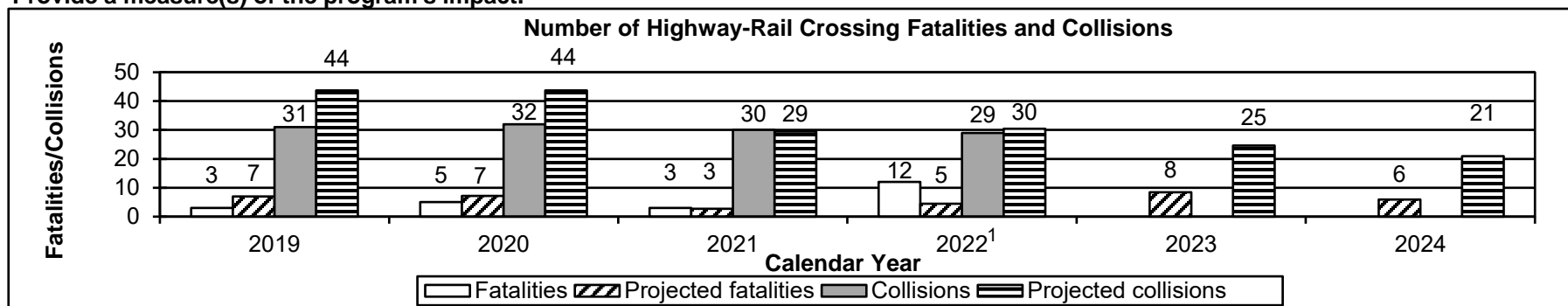
NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: RR Grade Crossing Hazards Expansion DI# 1605010

Budget Unit: Multimodal Operations
 HB Section: 4.540

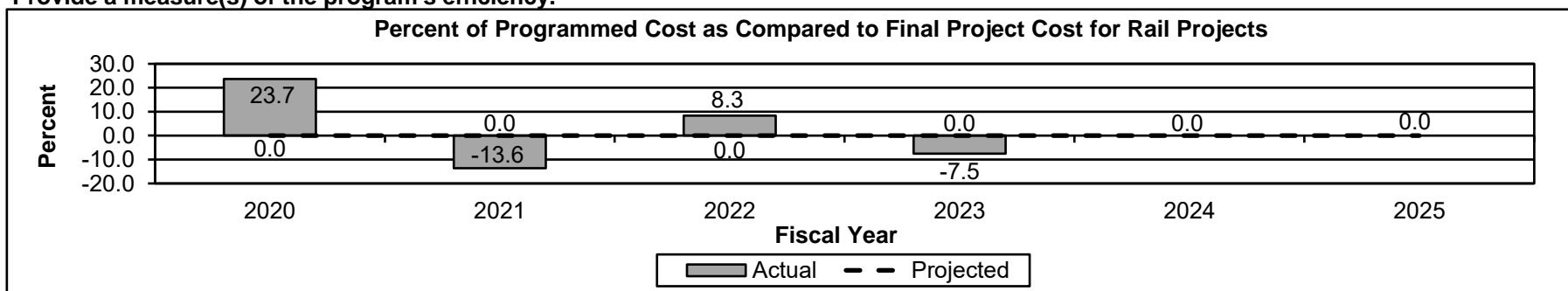
6c. Provide a measure(s) of the program's impact.



¹Data is preliminary and is subject to change.

The fatalities in 2022 includes four fatalities in the Amtrak collision near Mendon, MO. The 2023 projection for fatalities is based on a 30 percent reduction from the calendar year 2022 actual. The 2024 projection for fatalities is based on a 30 percent reduction from the 2023 projection. The 2023 projection for collisions is based on a 15 percent reduction from the calendar year 2022 actual. The 2024 projection for collisions is based on a 15 percent reduction from the 2023 projection.

6d. Provide a measure(s) of the program's efficiency.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	
Division: Multimodal Operations	
DI Name: RR Grade Crossing Hazards Expansion	DI# 1605010

Budget Unit: Multimodal Operations

HB Section: 4.540

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

MoDOT will work with local communities to help identify highway-railroad crossings for improvements, provide railroad coordination and ensure the project is completed according to the agreement among all parties.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
RR GRADE CROSSING HAZARDS								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	60,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	60,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$60,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$60,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM
RANK: 16 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016	HB Section: 4.541

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	38,000,000	0	0	38,000,000
TRF	0	0	0	0
Total	38,000,000	0	0	38,000,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for a state match for the Federal Railroad Administration's Corridor Identification Program, or associated grant programs, to extend Amtrak Passenger Rail Service. The program application includes three trips from Kansas City to St. Louis per day, new service from Kansas City to Southwest (Springfield/Joplin), new service from Kansas City to St. Joseph and extension of the existing Chicago-Quincy service to Hannibal.

NEW DECISION ITEM
RANK: 16 **OF** 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016	HB Section: <u>4.541</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

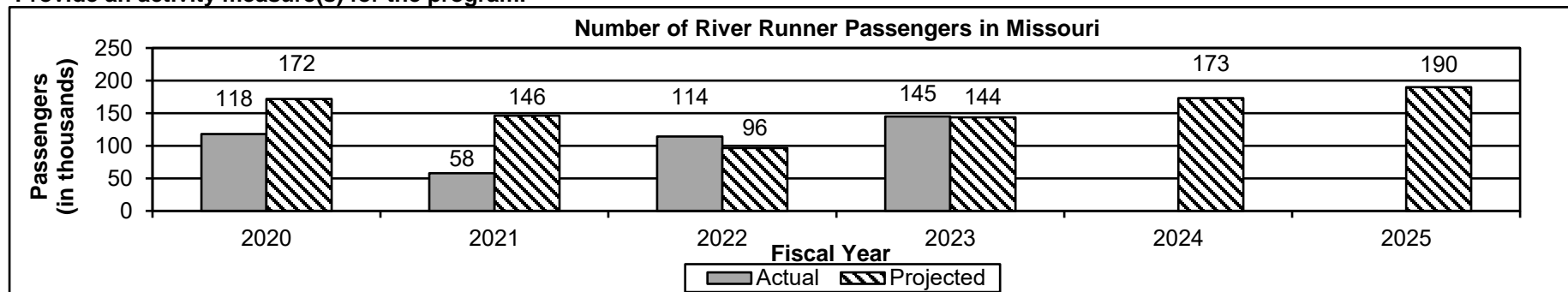
These matching funds are needed to be approved for the federal funding to continue preparing service development plans and begin initial phases of capital improvements that will be necessary to implement new and expanded passenger rail service.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0
Total PSD	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0
Grand Total	38,000,000	0.0	0	0.0	0	0.0	38,000,000	0.0	0

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



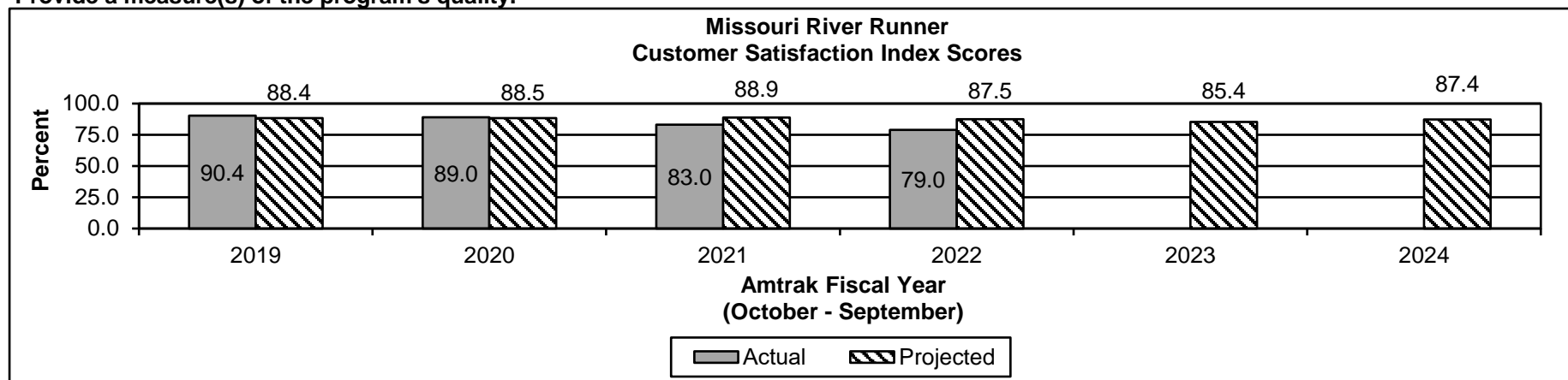
In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels. The 2025 projection is based on a 10 percent increase over the 2024 projection.

NEW DECISION ITEM
RANK: 16 OF 23

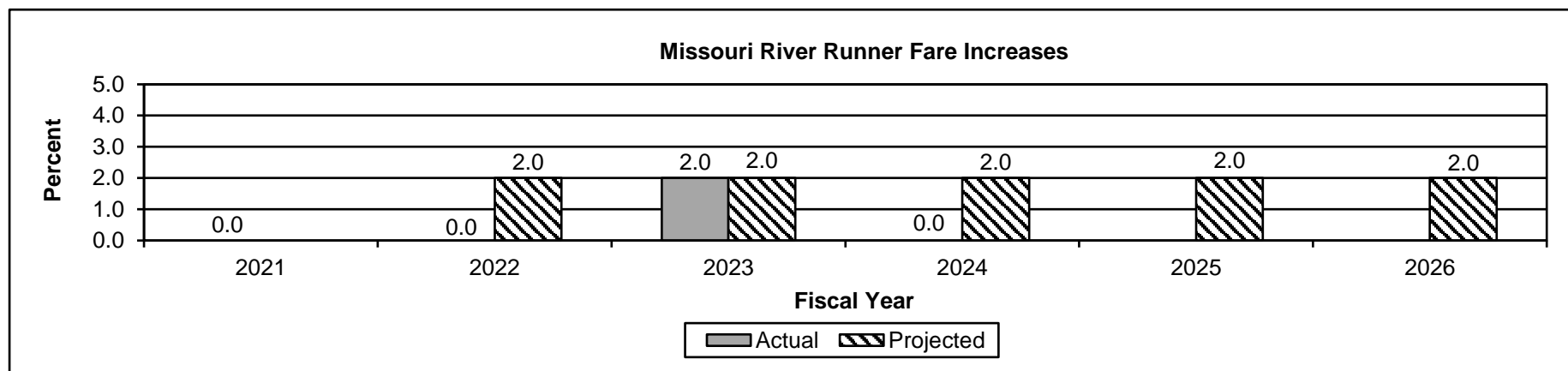
Department of Transportation
Division: Multimodal Operations
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016

Budget Unit: Multimodal Operations
HB Section: 4.541

6b. Provide a measure(s) of the program's quality.



Amtrak measures customer satisfaction based on criteria including safety, ride quality, train cleanliness, train crew helpfulness, food, price and on-time performance. The 2023 projection is the four year average of customer satisfaction with the Missouri River Runner. The 2024 projection was established by projecting a two percent improvement from the four year average of customer satisfaction with the Missouri River Runner.



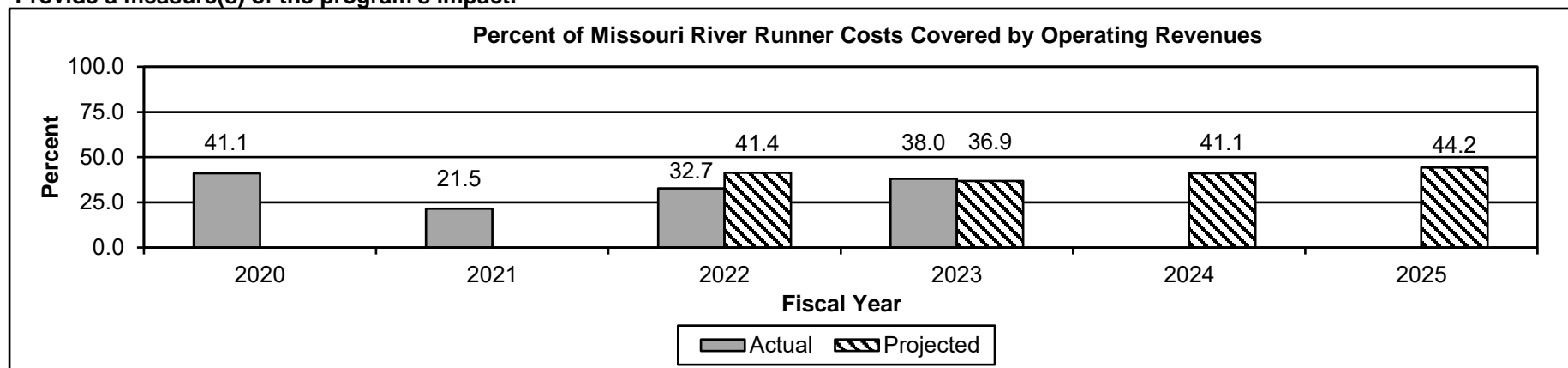
The 2025 and 2026 projections are based on a two percent increase.

NEW DECISION ITEM
RANK: 16 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016

Budget Unit: Multimodal Operations
HB Section: 4.541

6c. Provide a measure(s) of the program's impact.



In 2021, ridership was severely impacted by the COVID-19 pandemic. The 2024 and 2025 projections are based on a 3.1 percent increase each year.

Missouri River Runner Per Rider Subsidy from State Support

State Fiscal Year	Ridership	State Cost	Per Rider Cost	Amtrak Contract
2020	117,739	\$9,100,000	\$77	\$11,650,000
2020 Projected	172,000	\$9,100,000	\$53	\$11,650,000
2021	57,744	\$8,000,000	\$139	\$9,353,673
2021 Projected	146,000	\$8,000,000	\$55	\$9,850,000
2022	114,300	\$10,850,000	\$95	\$10,850,000
2022 Projected	96,000	\$10,850,000	\$113	\$10,850,000
2023	145,400	\$13,250,000	\$91	\$13,250,000
2023 Projected	144,000	\$13,250,000	\$92	\$13,250,000
2024 Projected	173,000	\$14,500,000	\$84	\$14,500,000
2025 Projected	190,000	\$16,000,000	\$84	\$16,000,000

In 2020 and 2021, ridership was severely impacted by the COVID-19 pandemic. As a result, the 2024 projection is based on ridership returning to 2018 ridership levels in 2024. The 2025 projection is based on a 10 percent increase over the 2024 projection.

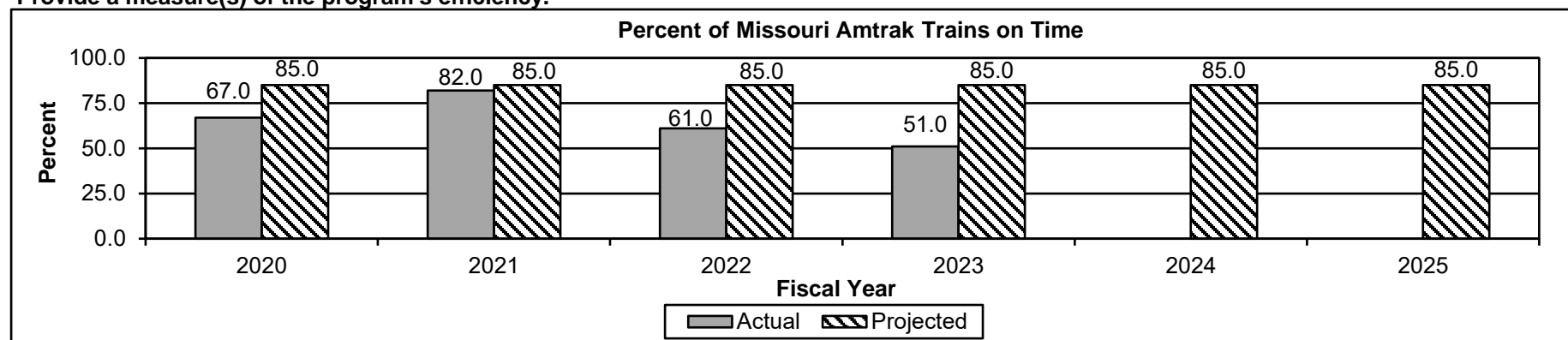
NEW DECISION ITEM

RANK: 16 OF 23

Department of Transportation

Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: State Match for FRA Corridor ID Program Exp. DI# 1605016HB Section: 4.541

6d. Provide a measure(s) of the program's efficiency.



The 2024 and 2025 projections are based on the State of Missouri's contract with Amtrak which states 85 percent of trains are required to be on time. The 2020 on-time performance declined due to flooding. The 2022 and 2023 on-time performance declined due to an increase in freight train delays and track maintenance.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide passenger rail service for Missouri's communities and ensure the economic benefit of the service for the communities.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PASSENGER RAIL GRANTS								
Fed Passenger Rail FED NDI - 1605016								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	38,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	38,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$38,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$38,000,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AIRPORT CAPITAL IMPR & MAINT								
CORE								
EXPENSE & EQUIPMENT								
AVIATION TRUST FUND	148,297	0.00	476,000	0.00	476,000	0.00	0	0.00
TOTAL - EE	148,297	0.00	476,000	0.00	476,000	0.00	0	0.00
PROGRAM-SPECIFIC								
GENERAL REVENUE	187,528	0.00	2,600,104	0.00	2,600,104	0.00	0	0.00
AVIATION TRUST FUND	854,688	0.00	9,524,000	0.00	9,524,000	0.00	0	0.00
TOTAL - PD	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	0	0.00
TOTAL	1,190,513	0.00	12,600,104	0.00	12,600,104	0.00	0	0.00
Re-request One Time Funding - 1605010								
PROGRAM-SPECIFIC								
GENERAL REVENUE	0	0.00	0	0.00	10,550,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	10,550,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	10,550,000	0.00	0	0.00
GRAND TOTAL	\$1,190,513	0.00	\$12,600,104	0.00	\$23,150,104	0.00	\$0	0.00

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CORE DECISION ITEM

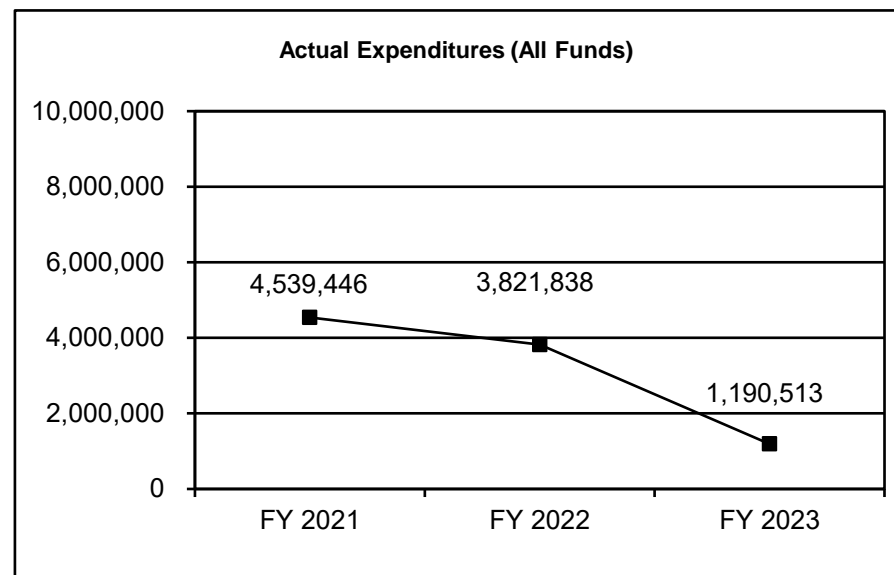
Department of Transportation Division: Multimodal Operations Core: Airport CI & Maintenance	Budget Unit: Multimodal Operations HB Section: 4.545																																																																																																				
1. CORE FINANCIAL SUMMARY																																																																																																					
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3. PROGRAM LISTING (list programs included in this core funding)																																																																																																					
<p>Missouri has 119 public use airports, 106 of which are eligible for ATF assistance. Any publicly owned, public use airport would be eligible. Providing safe airports to the flying public in our communities is essential. Many of the existing runways, taxiways and aircraft parking aprons were designed and constructed 30 to 40 years ago. These runways, taxiways and parking aprons are now deteriorating and are inadequate by today's standards. General Revenue is used to fund projects that are not eligible for funding through the Aviation Trust Fund such as terminals, hangars and fuel facilities.</p>																																																																																																					

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Airport CI & Maintenance	HB Section:	4.545

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	11,240,250	11,240,250	13,000,000	12,600,104
Less Reverted (All Funds)	(37,208)	(37,208)	(90,000)	(78,003)
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	11,203,042	11,203,042	12,910,000	N/A
Actual Expenditures (All Funds)	4,539,446	3,821,838	1,190,513	N/A
Unexpended (All Funds)	6,663,596	7,381,204	11,719,487	N/A
Unexpended, by Fund:				
General Revenue	1,059,532	1,045,809	2,722,472	N/A
Federal	0	0	0	N/A
Other	5,604,064	6,335,395	8,997,015	N/A
	(1), (2)	(1), (2)	(1), (2)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year projects may pay out in multiple fiscal years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$ 2,253,400	\$ 1,212,566	\$ 881,278

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

AIRPORT CAPITAL IMPR & MAINT

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	EE	0.00	0	0	476,000	476,000	
	PD	0.00	2,600,104	0	9,524,000	12,124,104	
	Total	0.00	2,600,104	0	10,000,000	12,600,104	
DEPARTMENT CORE REQUEST							
	EE	0.00	0	0	476,000	476,000	
	PD	0.00	2,600,104	0	9,524,000	12,124,104	
	Total	0.00	2,600,104	0	10,000,000	12,600,104	
GOVERNOR'S RECOMMENDED CORE							
	EE	0.00	0	0	476,000	476,000	
	PD	0.00	2,600,104	0	9,524,000	12,124,104	
	Total	0.00	2,600,104	0	10,000,000	12,600,104	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AIRPORT CAPITAL IMPR & MAINT								
CORE								
SUPPLIES	0	0.00	75,000	0.00	75,000	0.00	0	0.00
PROFESSIONAL DEVELOPMENT	12,315	0.00	23,000	0.00	23,000	0.00	0	0.00
PROFESSIONAL SERVICES	0	0.00	33,000	0.00	53,000	0.00	0	0.00
M&R SERVICES	135,982	0.00	295,000	0.00	295,000	0.00	0	0.00
OTHER EQUIPMENT	0	0.00	50,000	0.00	30,000	0.00	0	0.00
TOTAL - EE	148,297	0.00	476,000	0.00	476,000	0.00	0	0.00
PROGRAM DISTRIBUTIONS	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	0	0.00
TOTAL - PD	1,042,216	0.00	12,124,104	0.00	12,124,104	0.00	0	0.00
GRAND TOTAL	\$1,190,513	0.00	\$12,600,104	0.00	\$12,600,104	0.00	\$0	0.00
GENERAL REVENUE	\$187,528	0.00	\$2,600,104	0.00	\$2,600,104	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$1,002,985	0.00	\$10,000,000	0.00	\$10,000,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

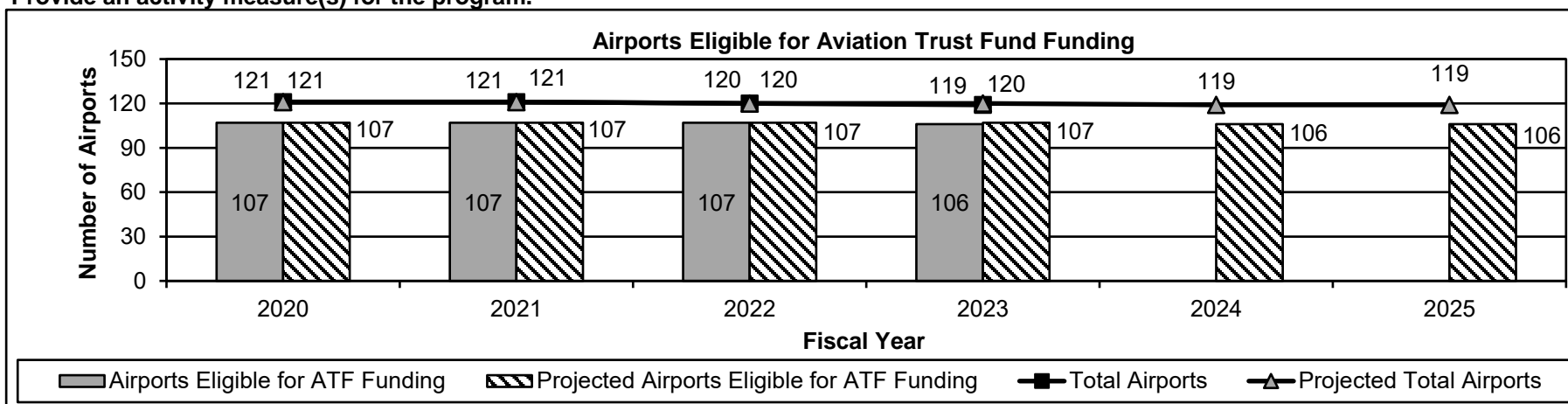
HB Section(s): 4.545

Program Name: Airport CI & Maintenance

Program is found in the following core budget(s): Airport CI & Maintenance

1b. What does this program do?

This program is to ensure that Missouri's airports meet acceptable safety and performance standards through capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a 9 cent per gallon tax on aviation gasoline and 3 percent of the 4.225 percent state sales tax collected on jet fuel. The ATF is used for planning, environmental review, land acquisition, design, and ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements, as well as air traffic control operating costs and air service promotion and marketing. MoDOT uses Federal Aviation Administration Order 5090.5 to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport. The ATF grants require a 10 percent local match for most projects; however, projects including aviation safety workshops, promotion of aerospace education, air markers and windsocks and emergency projects designated by the Missouri Highways and Transportation Commission can be funded entirely with state funds.

2a. Provide an activity measure(s) for the program.

The 2024 and 2025 projections are based on the number of airports currently open in 2024. Missouri has 119 public use airports. In order to be eligible for ATF assistance, a public use airport must also be publicly owned. Missouri currently has 106 publicly owned public use airports that are eligible for ATF assistance. The remaining 13 public use airports are privately owned.

PROGRAM DESCRIPTION

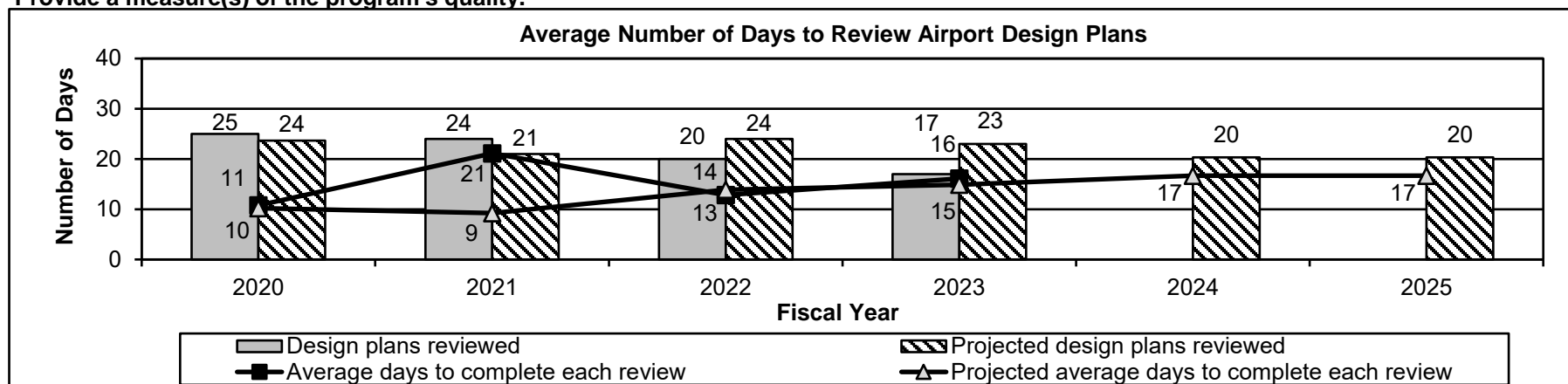
Department of Transportation

HB Section(s): 4.545

Program Name: Airport CI & Maintenance

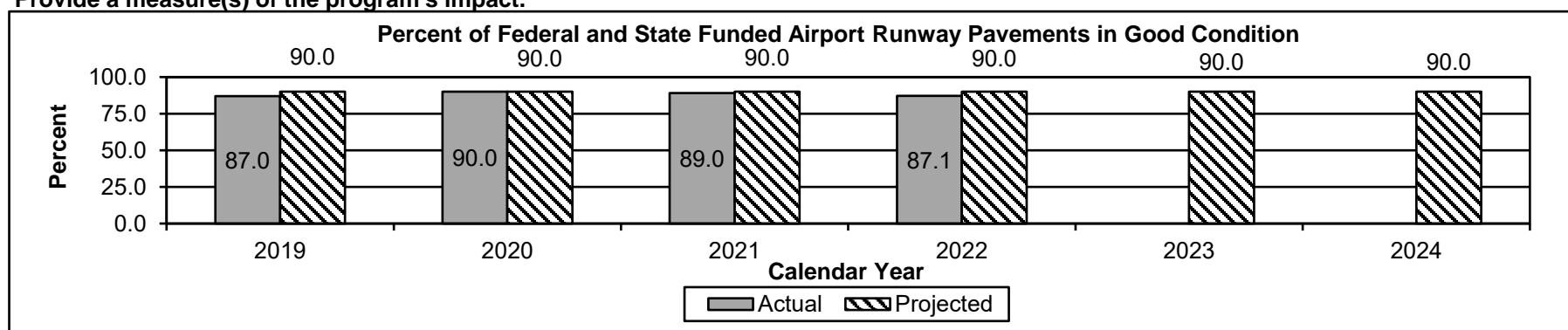
Program is found in the following core budget(s): Airport CI & Maintenance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



This includes all public airport runways that are eligible to receive federal or state aviation funds. The 2023 and 2024 projections are considered the ideal percent of pavement in good condition.

PROGRAM DESCRIPTION

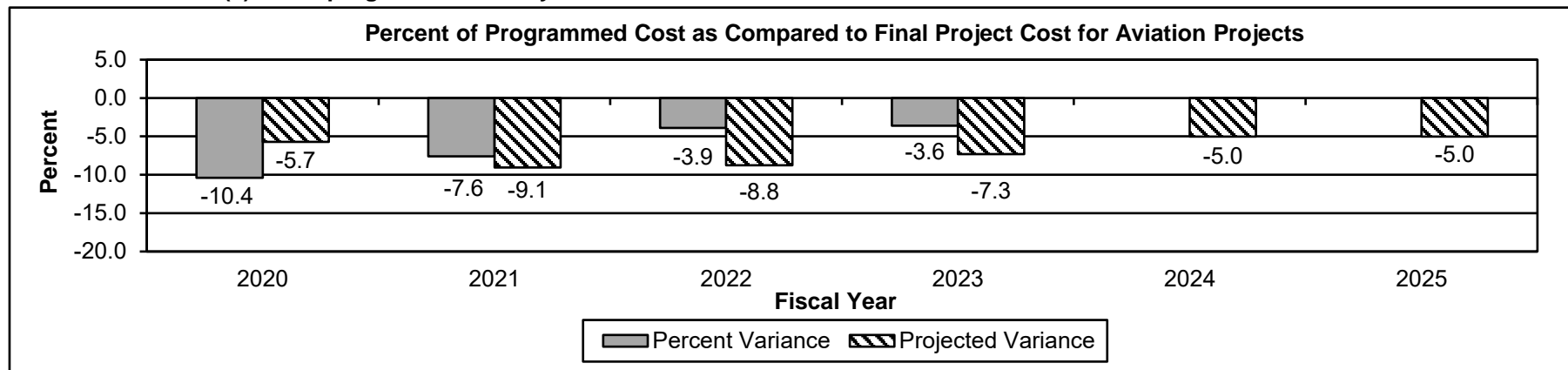
Department of Transportation

HB Section(s): 4.545

Program Name: Airport CI & Maintenance

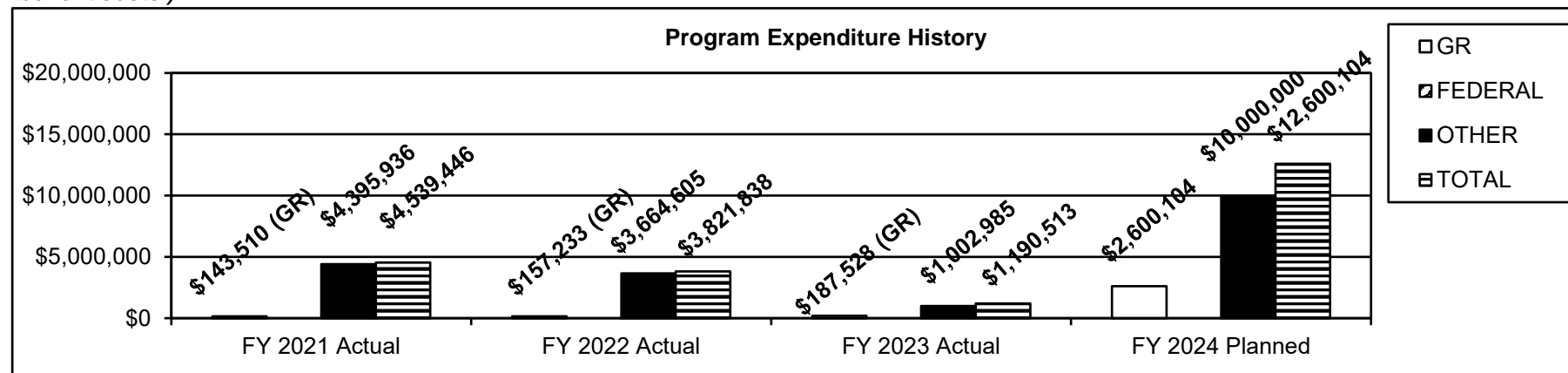
Program is found in the following core budget(s): Airport CI & Maintenance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.545Program Name: Airport CI & MaintenanceProgram is found in the following core budget(s): Airport CI & Maintenance**4. What are the sources of the "Other " funds?**

Aviation Trust Fund (0952)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and 305.230, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Aviation CI Expansion</u>	DI# <u>1605010</u>
	HB Section: <u>4.550</u>

1. AMOUNT OF REQUEST

FY 2025 Budget Request				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	10,550,000	0	0	10,550,000
TRF	0	0	0	0
Total	<u>10,550,000</u>	<u>0</u>	<u>0</u>	<u>10,550,000</u>

FTE	0.00	0.00	0.00	0.00
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HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

FTE	0.00	0.00	0.00	0.00
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HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for automobile parking at the new Cape Girardeau Airport Passenger Terminal, as well as design and construction services at the Rosecrans Memorial Airport in St. Joseph. The funding provided in 2024 was one-time and the projects will take more than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation				Budget Unit: Multimodal Operations					
Division: Multimodal Operations									
DI Name: Aviation CI Expansion		DI# 1605010		HB Section: 4.550					
<p>4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)</p> <p>This funding is for the planning, design and improvements at the Cape Girardeau Airport for passenger terminal automobile parking. Due to high bid prices for the new terminal the automobile parking was not funded with the Federal Aviation Assistance. This funding is also for an air traffic control tower, terminal building, snow removal equipment building, electrical vault relocation, as well as design and construction services at the Rosecrans Memorial airport in St. Joseph.</p>									
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0
Total PSD	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0
Grand Total	10,550,000	0.0	0	0.0	0	0.0	10,550,000	0.0	0

NEW DECISION ITEM

RANK: 10

OF 23

Department of Transportation

Budget Unit: Multimodal Operations

Division: Multimodal Operations

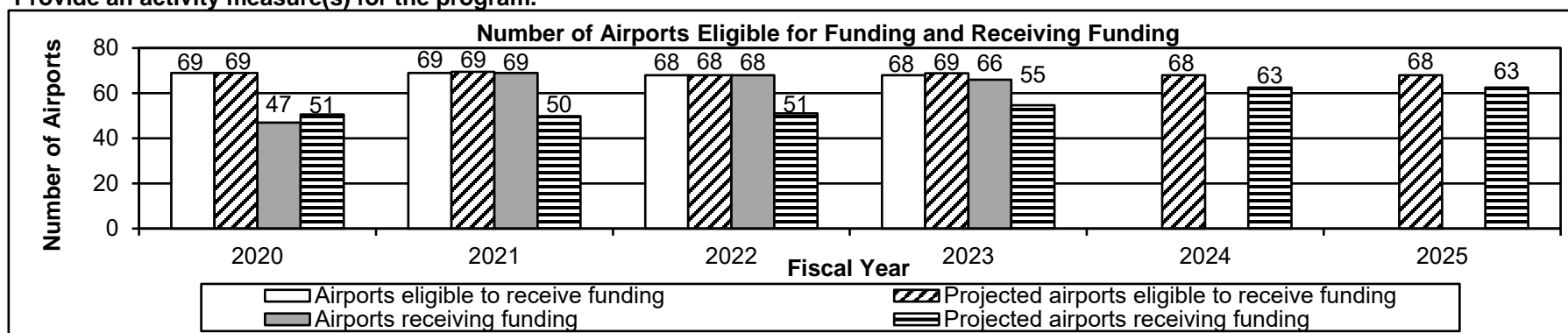
DI Name: Aviation CI Expansion

DI# 1605010

HB Section: 4.550

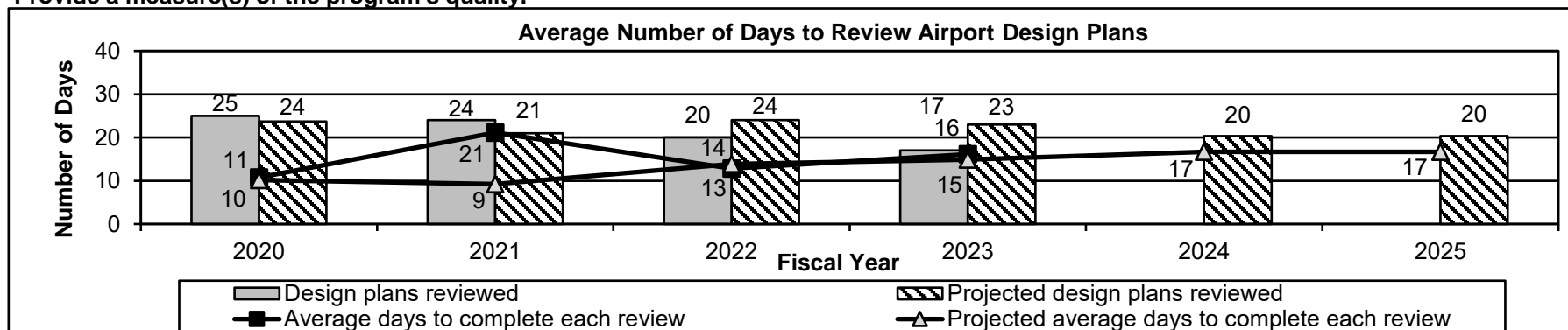
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation

Budget Unit: Multimodal Operations

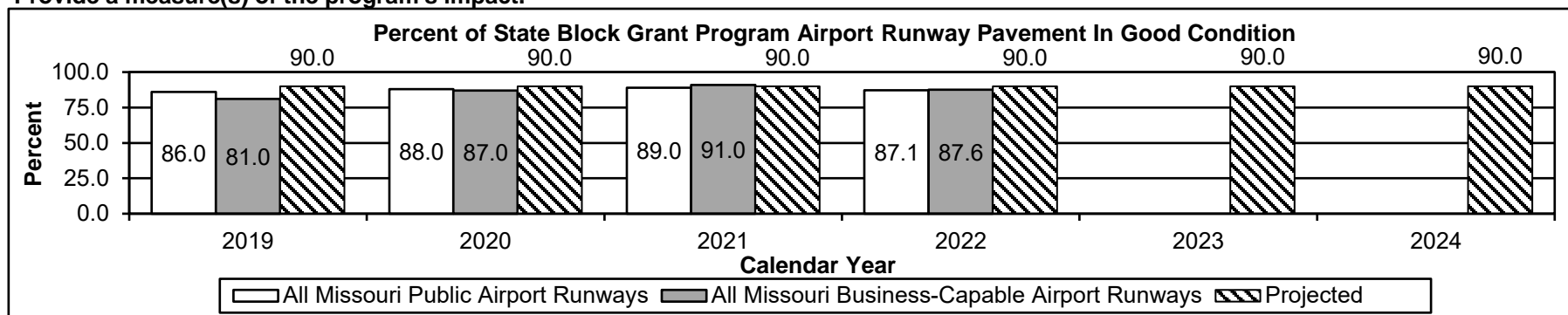
Division: Multimodal Operations

DI Name: Aviation CI Expansion

DI# 1605010

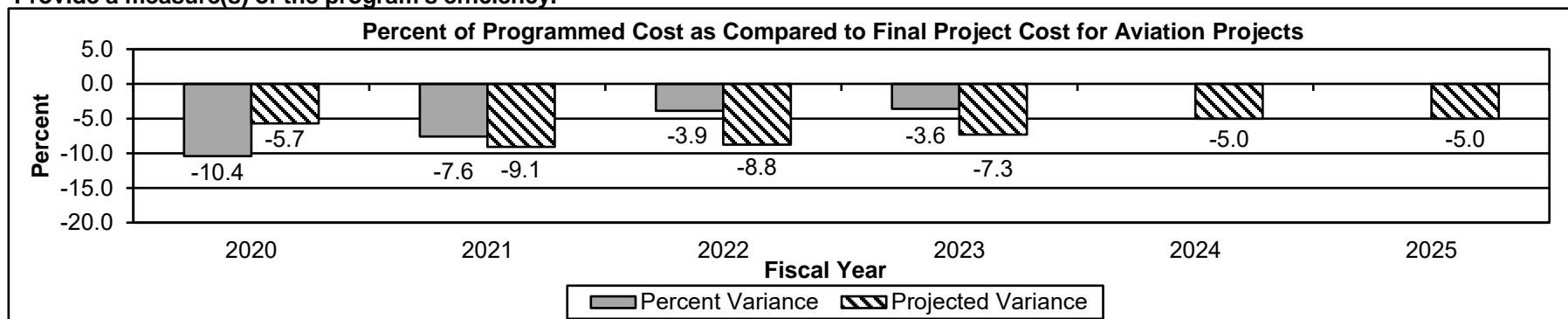
HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation		Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>		
DI Name: <u>Aviation CI Expansion</u>	DI# <u>1605010</u>	HB Section: <u>4.550</u>
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:		
<p>MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.</p>		

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
AIRPORT CAPITAL IMPR & MAINT								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	10,550,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	10,550,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$10,550,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$10,550,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
FEDERAL AVIATION ASSISTANCE									
CORE									
EXPENSE & EQUIPMENT									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	1,000,000	0.00	0	0.00	0	0.00	
TOTAL - EE	0	0.00	1,000,000	0.00	0	0.00	0	0.00	
PROGRAM-SPECIFIC									
GENERAL REVENUE	0	0.00	10,550,000	0.00	0	0.00	0	0.00	
MULTIMODAL OPERATIONS FEDERAL	30,632,278	0.00	76,303,657	0.00	56,103,657	0.00	0	0.00	
MODOT FEDERAL STIMULUS	583,185	0.00	1,200,000	0.00	610,105	0.00	0	0.00	
MODOT FEDERAL STIM 2021 FUND	280,000	0.00	2,207,000	0.00	1,927,000	0.00	0	0.00	
TOTAL - PD	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	0	0.00	
TOTAL	31,495,463	0.00	91,260,657	0.00	58,640,762	0.00	0	0.00	
Federal Aviation Assist. NDI - 1605006									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	27,346,343	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	27,346,343	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	27,346,343	0.00	0	0.00	
Re-request One Time Funding - 1605010									
PROGRAM-SPECIFIC									
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	21,200,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	21,200,000	0.00	0	0.00	
GRAND TOTAL	\$31,495,463	0.00	\$91,260,657	0.00	\$107,187,105	0.00	\$0	0.00	

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1. CORE FINANCIAL SUMMARY

FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

2. CORE DESCRIPTION

This appropriation allows for expenditures of federal funds through the State Block Grant Program, which is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP) and the Bipartisan Infrastructure Law – Airport Infrastructure (BIL). Missouri is one of 10 states selected by the FAA to administer AIP and BIL funds to general aviation, reliever, and small commercial service airports. This program allows for state prioritization of aviation projects within federal guidelines. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. The AIP and BIL funds are utilized for planning, environmental review, land acquisition, design, and ultimately, project construction. Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. The BIL funds can also be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5090.5 to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels, and the type of project requested. Typically the 10 percent match requirement is provided by the local entities. The appropriation allows for the expenditure of federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act), Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) and Airport Rescue Plan Act (ARPA) funds. CARES Act, CRRSAA and ARPA funds are 100 percent federally funded.

CORE DECISION ITEM

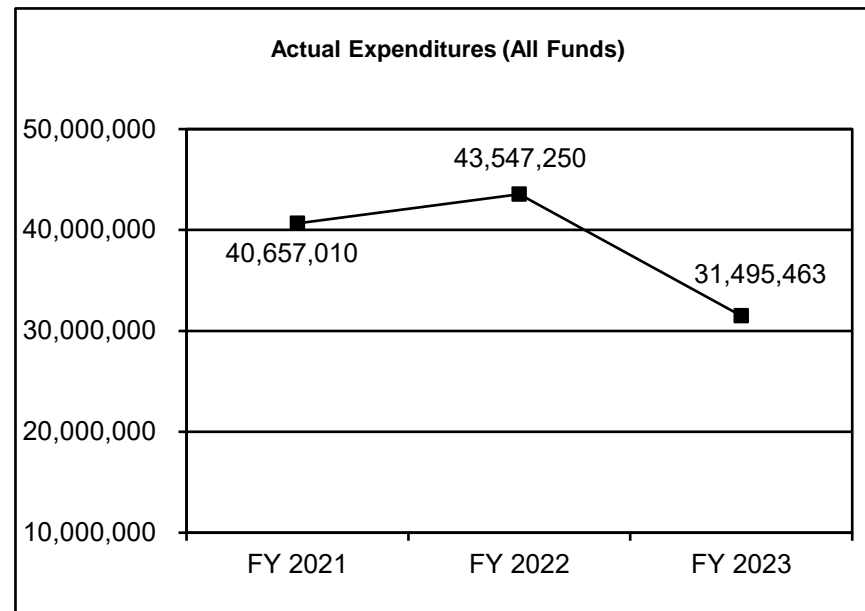
Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Federal Aviation Assistance	HB Section:	4.550
3. PROGRAM LISTING (list programs included in this core funding)		
<p>Missouri has 119 public use airports, 76 of which are identified within the National Plan of Integrated Airport Systems (NPIAS). 68 of the 76 NPIAS airports receive their AIP funding through the State Block Grant Program, while the other eight airports receive their AIP funding directly from the Federal Aviation Administration. This plan establishes basic criteria for airports to be eligible for federal aviation funds. As a block grant state, Missouri receives three types of federal Airport Improvement Program funds for NPIAS airports: non-primary entitlement funds; state apportionment funds; and discretionary funds. MoDOT administers COVID-19 relief funding for eligible airports in the State Block Grant Program which includes CARES Act, CRRSAA and ARPA funding. MoDOT also administers three types of the Bipartisan Infrastructure Law – Airport Infrastructure (BIL) funds: BIL Airport Improvement Grants (AIG), BIL Airport Terminal Program (ATP) and BIL Federal Control Tower Program (FCT).</p>		

CORE DECISION ITEM

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
Core: Federal Aviation Assistance	HB Section: <u>4.550</u>

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	64,952,044	65,873,701	60,365,106	91,260,657
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	64,952,044	65,873,701	60,365,106	N/A
Actual Expenditures (All Funds)	40,657,010	43,547,250	31,495,463	N/A
Unexpended (All Funds)	24,295,034	22,326,451	28,869,643	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	24,295,034	22,326,451	28,869,643	N/A
Other	0	0	0	N/A
	(1), (2)	(1), (2)	(1), (2)	



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

(1) Multi-year grants carry forward to future years.

(2) The unexpended balance of the appropriation includes committed budget authority in the form of purchase orders for projects that started in one fiscal year, but did not pay out until the following fiscal year. The following table breaks out these amounts by fiscal year.

	FY 2021	FY 2022	FY 2023
Purchase Orders	\$ 6,926,562	\$ 2,469,269	\$ 5,511,006

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
FEDERAL AVIATION ASSISTANCE

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		EE	0.00	0	1,000,000	0	1,000,000	
		PD	0.00	10,550,000	79,710,657	0	90,260,657	
		Total	0.00	10,550,000	80,710,657	0	91,260,657	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#549]	PD	0.00	(10,550,000)	0	0	(10,550,000)	Alrport Improvements NDI one-time appropriation authority
1x Expenditures	[#550]	PD	0.00	0	(21,200,000)	0	(21,200,000)	Federal Aviation Assist. NDI one-time appropriation authority
Core Reduction	[#564]	PD	0.00	0	(869,895)	0	(869,895)	Federal Aviation Assistance reduction for prior year expenditures
Core Reallocation	[#472]	EE	0.00	0	(1,000,000)	0	(1,000,000)	BOBC reallocation based on historical actual expenditures
Core Reallocation	[#472]	PD	0.00	0	1,000,000	0	1,000,000	BOBC reallocation based on historical actual expenditures
NET DEPARTMENT CHANGES			0.00	(10,550,000)	(22,069,895)	0	(32,619,895)	
DEPARTMENT CORE REQUEST								
		EE	0.00	0	0	0	0	
		PD	0.00	0	58,640,762	0	58,640,762	
		Total	0.00	0	58,640,762	0	58,640,762	
GOVERNOR'S RECOMMENDED CORE								
		EE	0.00	0	0	0	0	
		PD	0.00	0	58,640,762	0	58,640,762	
		Total	0.00	0	58,640,762	0	58,640,762	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL AVIATION ASSISTANCE								
CORE								
OTHER EQUIPMENT	0	0.00	1,000,000	0.00	0	0.00	0	0.00
TOTAL - EE	0	0.00	1,000,000	0.00	0	0.00	0	0.00
PROGRAM DISTRIBUTIONS	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	0	0.00
TOTAL - PD	31,495,463	0.00	90,260,657	0.00	58,640,762	0.00	0	0.00
GRAND TOTAL	\$31,495,463	0.00	\$91,260,657	0.00	\$58,640,762	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$10,550,000	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$31,495,463	0.00	\$80,710,657	0.00	\$58,640,762	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION																						
Department of Transportation	HB Section(s): 4.550																					
Program Name: Federal Aviation Assistance																						
Program is found in the following core budget(s): Federal Aviation Assistance																						
1b. What does this program do?	<p>This program is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP) and the Bipartisan Infrastructure Law – Airport Infrastructure (BIL). Missouri is one of 10 states selected by the FAA to administer AIP and BIL funds to general aviation, reliever, and small commercial service airports. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. This program allows for state prioritization of aviation projects within federal guidelines. The AIP funds are utilized for planning, environmental review, land acquisition, design, and ultimately, project construction. Eligible projects for AIP funds include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. The BIL funds can also be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. For an airport to be eligible to receive AIP and/or BIL funds, it must be part of the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal, and other safety improvements. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5090.5 to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels, and the type of project requested. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements.</p>																					
2a. Provide an activity measure(s) for the program.	<div><div><div>Number of Airports Eligible for Funding and Receiving Funding</div><table><thead><tr><th>Fiscal Year</th><th>Airports eligible to receive funding</th><th>Airports receiving funding</th></tr></thead><tbody><tr><td>2020</td><td>69</td><td>47</td></tr><tr><td>2021</td><td>69</td><td>50</td></tr><tr><td>2022</td><td>68</td><td>51</td></tr><tr><td>2023</td><td>68</td><td>55</td></tr><tr><td>2024</td><td>68</td><td>63</td></tr><tr><td>2025</td><td>68</td><td>63</td></tr></tbody></table></div><div><div><div>Airports eligible to receive funding</div><div>Airports receiving funding</div><div>Projected airports eligible to receive funding</div><div>Projected airports receiving funding</div></div></div></div> <p>The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.</p>	Fiscal Year	Airports eligible to receive funding	Airports receiving funding	2020	69	47	2021	69	50	2022	68	51	2023	68	55	2024	68	63	2025	68	63
Fiscal Year	Airports eligible to receive funding	Airports receiving funding																				
2020	69	47																				
2021	69	50																				
2022	68	51																				
2023	68	55																				
2024	68	63																				
2025	68	63																				

PROGRAM DESCRIPTION

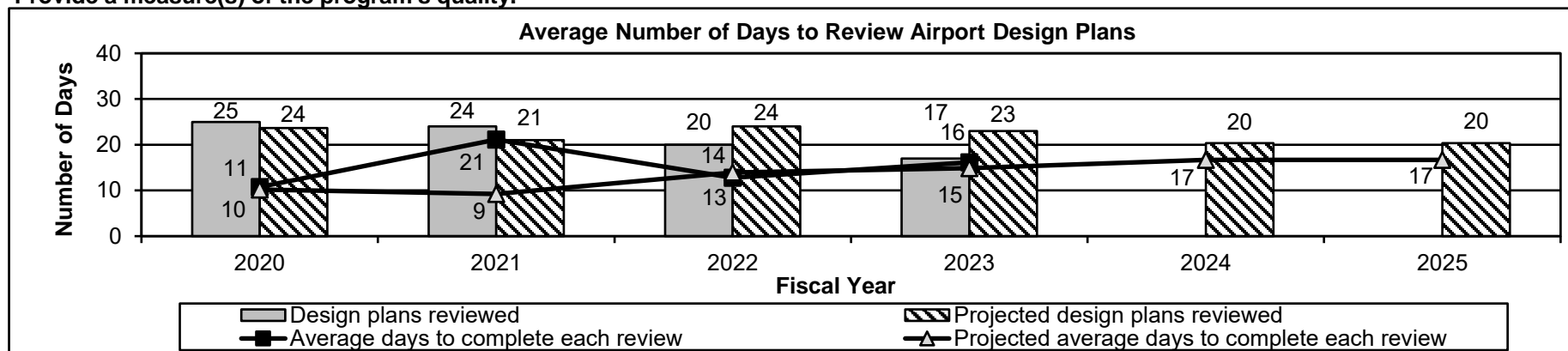
Department of Transportation

HB Section(s): 4.550

Program Name: Federal Aviation Assistance

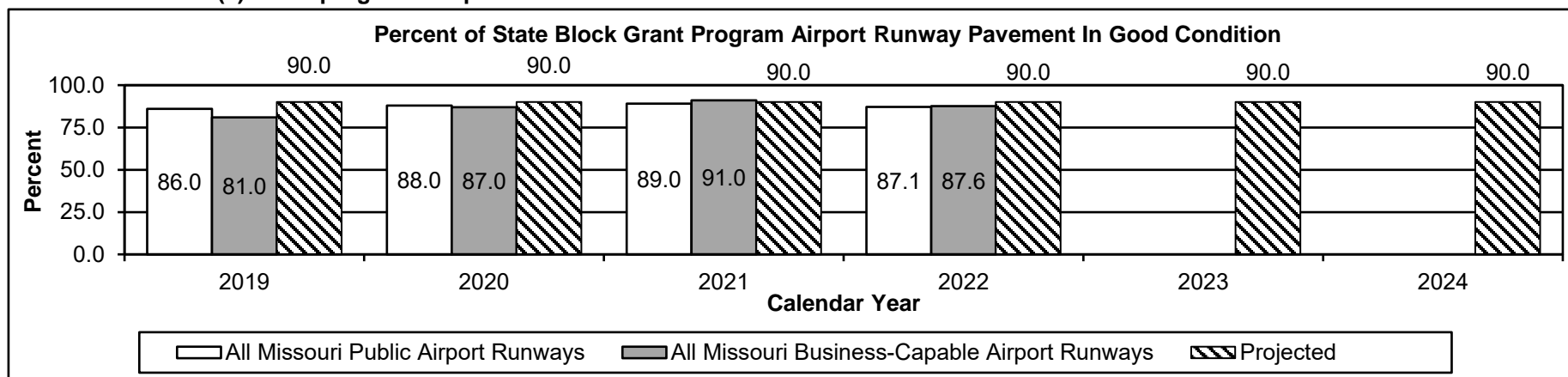
Program is found in the following core budget(s): Federal Aviation Assistance

2b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

2c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

PROGRAM DESCRIPTION

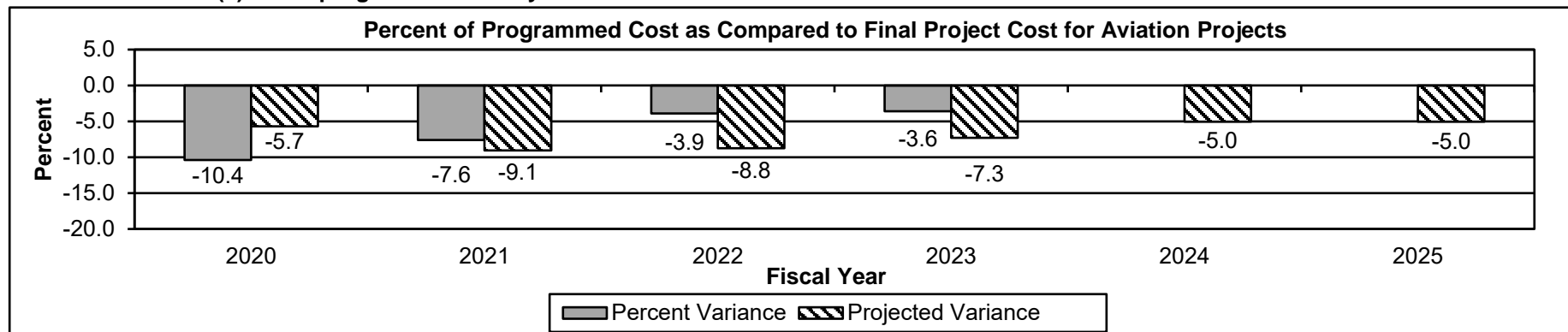
Department of Transportation

HB Section(s): 4.550

Program Name: Federal Aviation Assistance

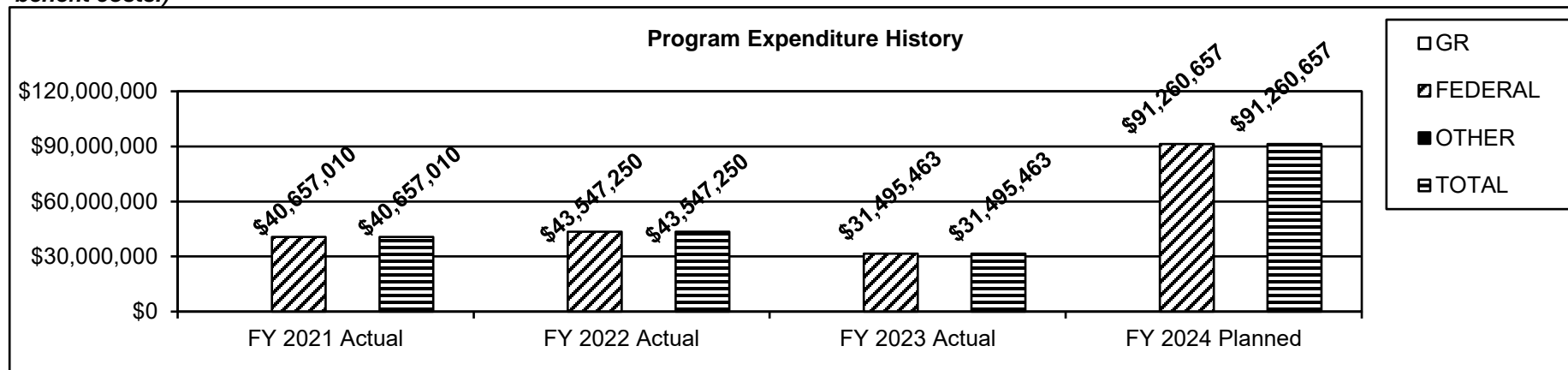
Program is found in the following core budget(s): Federal Aviation Assistance

2d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.550

Program Name: Federal Aviation Assistance

Program is found in the following core budget(s): Federal Aviation Assistance

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title XII of Division B of the CARES Act, Title I of Division L of CRRSAA, Title 49 USC, 33.546 and 305.237, RSMo. and Title 49 USC, 33.546 and 305.237, RSMo., Public Law 117-58-Infrastructure Investment and Jobs Act referred to as the Bipartisan Infrastructure Law (BIL), American Rescue Plan Act (ARPA) of 2021.

6. Are there federal matching requirements? If yes, please explain.

- CARES Act funding does not require matching funds.
- CRRSAA funding does not require matching funds.
- ARPA funding does not require matching funds.
- Federal funding provides 90 percent of eligible project costs with the local sponsor providing up to a 10 percent match.
- Federal AIP grants issued in Federal Fiscal Year 2020 and 2021 does not require matching funds.
- BIL FAA Contract Tower grants do not require matching funds.
- BIL Airport Terminals Program grants provide 95 percent of eligible cost with the local sponsor providing a five percent match.

7. Is this a federally mandated program? If yes, please explain.

No

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NEW DECISION ITEM

RANK: 6 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Aviation Assistance Expansion</u> DI# <u>1605006</u>	HB Section: <u>4.550</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	27,346,343	0	27,346,343
TRF	0	0	0	0
Total	0	27,346,343	0	27,346,343

FTE	0.00	0.00	0.00	0.00
-----	------	------	------	------

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE	0.00	0.00	0.00	0.00
-----	------	------	------	------

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion item is for the additional federal funding received from the Infrastructure Investment and Jobs Act and the Airport Improvement Program.

NEW DECISION ITEM

RANK: 6 OF 23

Department of Transportation Division: Multimodal Operations DI Name: Federal Aviation Assistance Expansion DI# 1605006	Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.550</u>									
4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)										
This expansion item is for the additional federal funding received from Infrastructure Investment and Jobs Act and the Airport Improvement Program.										
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.										
Budget Object Class/Job Class	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: center;">Dept Req GR DOLLARS</th> <th style="text-align: center;">Dept Req GR FTE</th> <th style="text-align: center;">Dept Req FED DOLLARS</th> <th style="text-align: center;">Dept Req FED FTE</th> <th style="text-align: center;">Dept Req OTHER DOLLARS</th> <th style="text-align: center;">Dept Req OTHER FTE</th> <th style="text-align: center;">Dept Req TOTAL DOLLARS</th> <th style="text-align: center;">Dept Req TOTAL FTE</th> <th style="text-align: center;">Dept Req One-Time DOLLARS</th> </tr> </table>	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS		
Program Distributions	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> </tr> </table>	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0		
Total PSD	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> </tr> </table>	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0		
Grand Total	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">27,346,343</td> <td style="width: 12.5%; text-align: right;">0.0</td> <td style="width: 12.5%; text-align: right;">0</td> </tr> </table>	0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0
0	0.0	27,346,343	0.0	0	0.0	27,346,343	0.0	0		

NEW DECISION ITEM

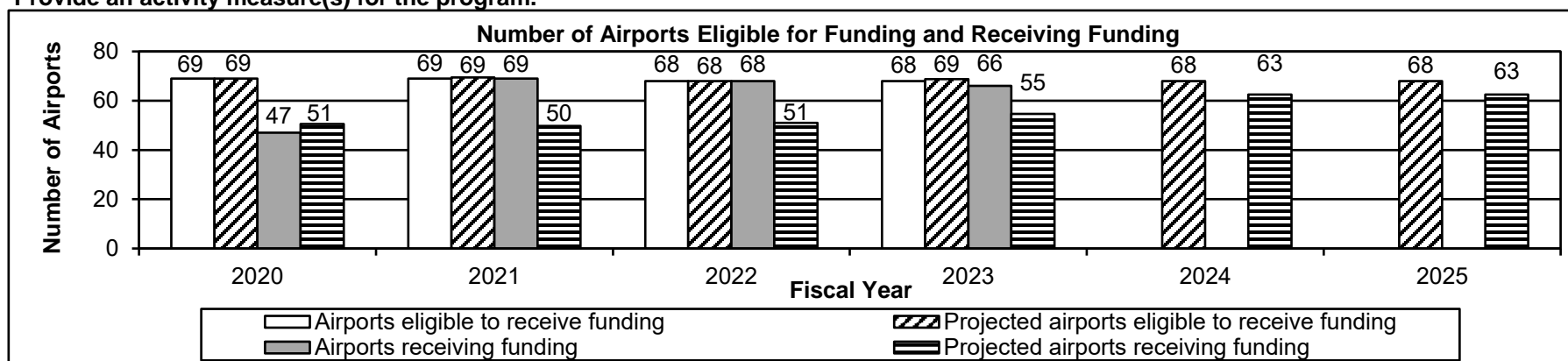
RANK: 6 OF 23

Department of Transportation

Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: Federal Aviation Assistance Expansion DI# 1605006HB Section: 4.550

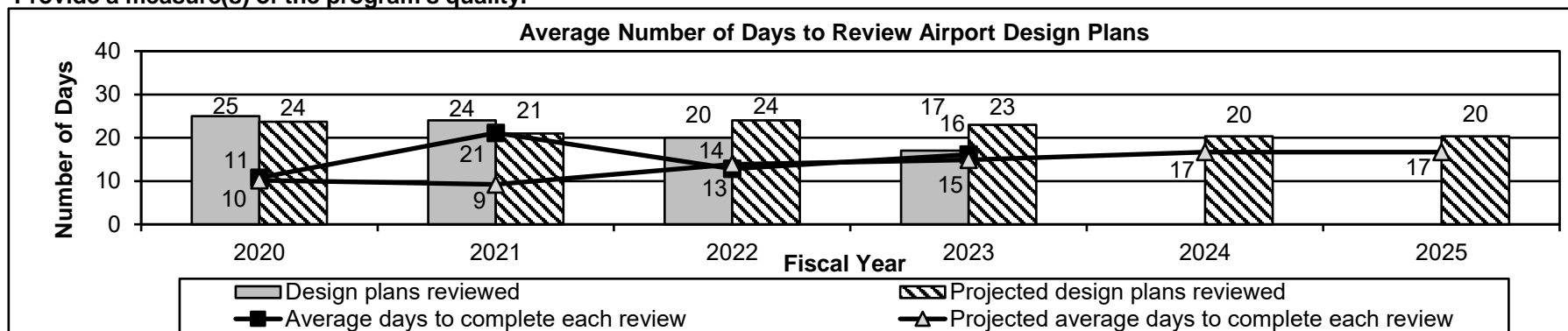
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

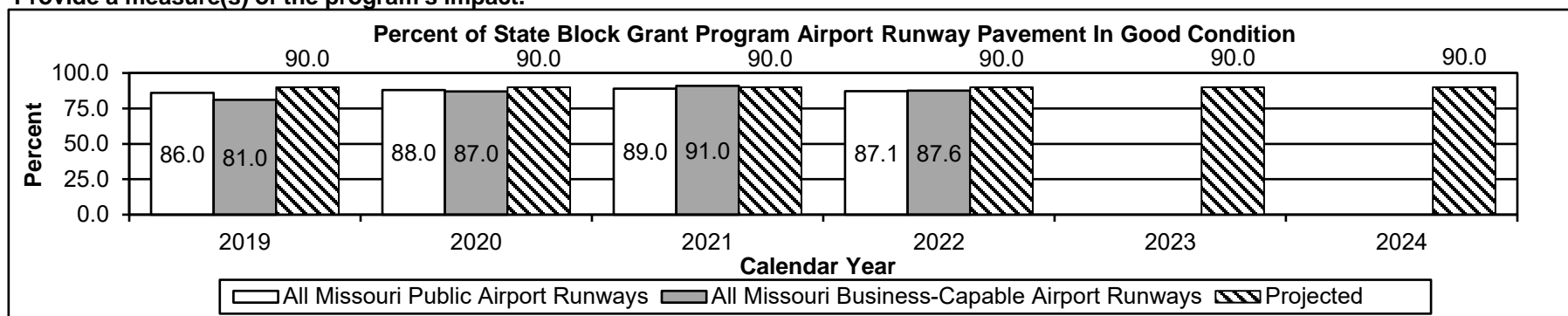
NEW DECISION ITEM

RANK: 6 OF 23

Department of Transportation

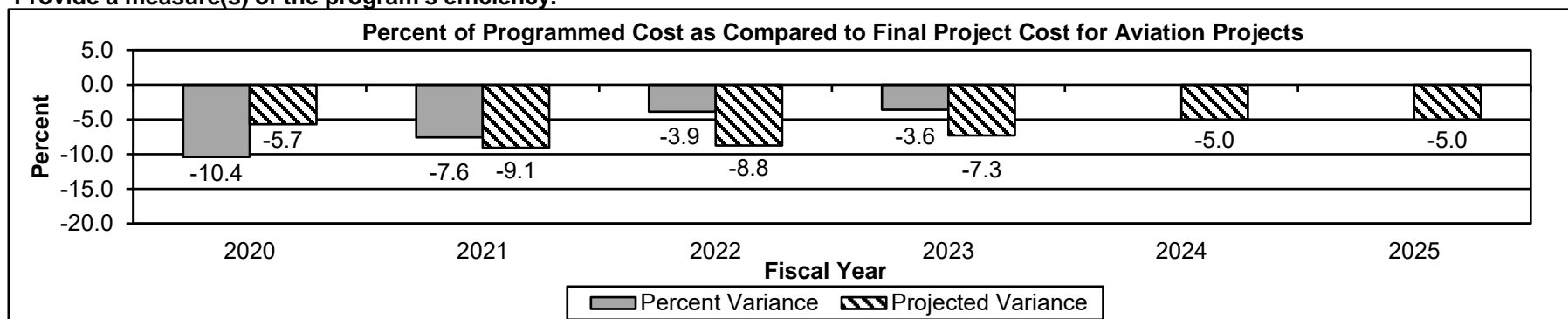
Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: Federal Aviation Assistance Expansion DI# 1605006HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 6 OF 23

<u>Department of Transportation</u>		<u>Budget Unit: Multimodal Operations</u>
<u>Division: Multimodal Operations</u>		
<u>DI Name: Federal Aviation Assistance Expansion</u>	<u>DI# 1605006</u>	<u>HB Section: 4.550</u>

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL AVIATION ASSISTANCE								
Federal Aviation Assist. NDI - 1605006								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	27,346,343	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	27,346,343	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$27,346,343	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$27,346,343	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>St. Robert Airport Expansion</u>	DI# <u>1605010</u>
	HB Section: <u>4.550</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	9,000,000	0	9,000,000
TRF	0	0	0	0
Total	<u>0</u>	<u>9,000,000</u>	<u>0</u>	<u>9,000,000</u>

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This requested expansion item is for congressional earmarks from Transportation, Housing and Urban Development/Community Project Funding/Congressionally Directed Spending. The funding provided in 2024 was one-time and the project will take more than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation Division: Multimodal Operations DI Name: St. Robert Airport Expansion DI# 1605010	Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.550</u>								
4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)									
For the construction, capital improvement or planning at the Waynesville St. Robert Regional Airport Terminal.									
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Total PSD	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0
Grand Total	0	0.0	9,000,000	0.0	0	0.0	9,000,000	0.0	0

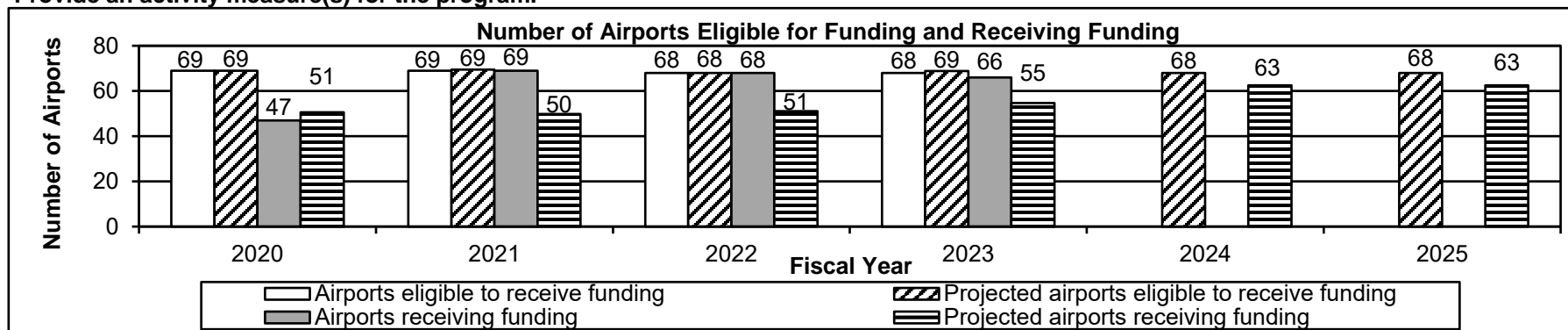
NEW DECISION ITEM
RANK: 10 **OF** 23

Department of Transportation
Division: Multimodal Operations
DI Name: St. Robert Airport Expansion **DI# 1605010**

Budget Unit: Multimodal Operations
HB Section: 4.550

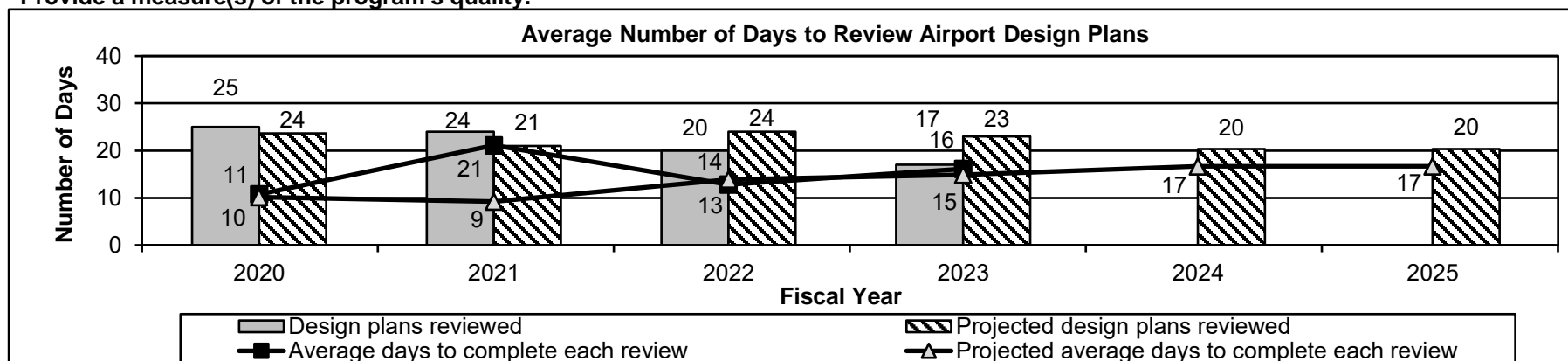
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

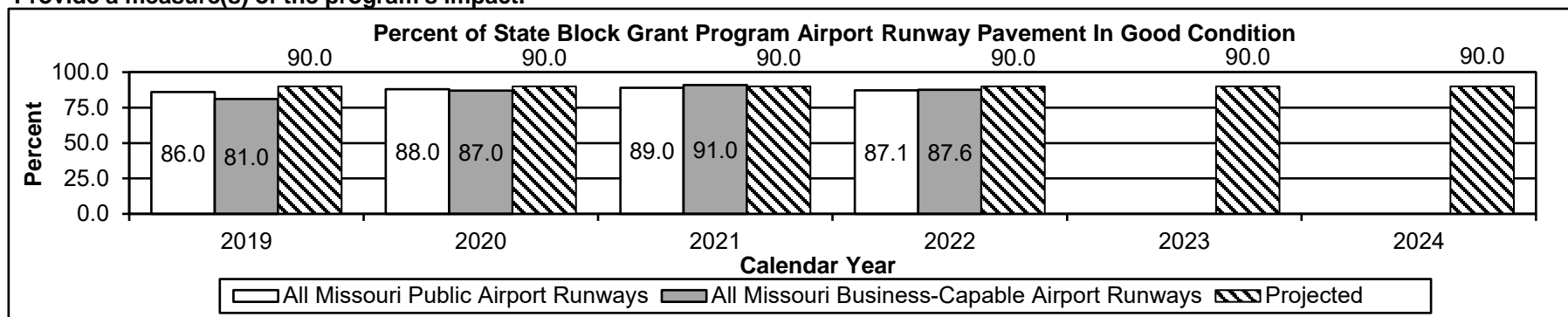
NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation

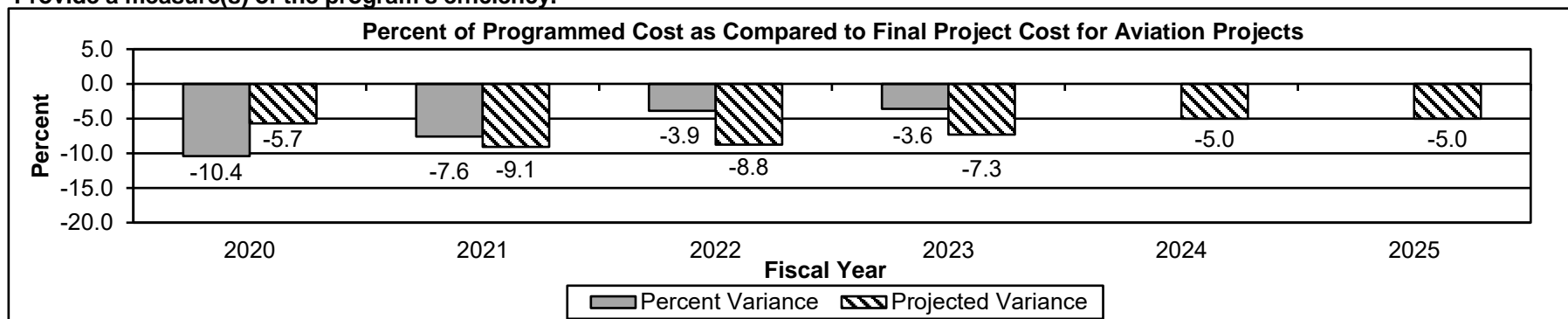
Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: St. Robert Airport ExpansionDI# 1605010HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation		Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations		
DI Name: St. Robert Airport Expansion	DI# 1605010	HB Section: <u>4.550</u>
<hr/>		
7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:		
<p>MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.</p>		

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation		Budget Unit: Multimodal Operations
Division: Multimodal Operations		
DI Name: Jefferson City Airport Expansion	DI# 1605010	HB Section: 4.550

1. AMOUNT OF REQUEST

FY 2025 Budget Request					FY 2025 Governor's Recommendation				
	GR	Federal	Other	Total		GR	Federal	Other	Total
PS	0	0	0	0	PS	0	0	0	0
EE	0	0	0	0	EE	0	0	0	0
PSD	0	3,400,000	0	3,400,000	PSD	0	0	0	0
TRF	0	0	0	0	TRF	0	0	0	0
Total	0	3,400,000	0	3,400,000	Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00	FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0	HB 4	0	0	0	0
HB 5	0	0	0	0	HB 5	0	0	0	0
Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.					Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.				

Other Funds:

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input checked="" type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other:	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This requested expansion item is for congressional earmarks from Transportation, Housing and Urban Development/Community Project Funding/Congressionally Directed Spending. The funding provided in 2024 was one-time and the project will take more than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Jefferson City Airport Expansion</u>	DI# <u>1605010</u>
	HB Section: <u>4.550</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

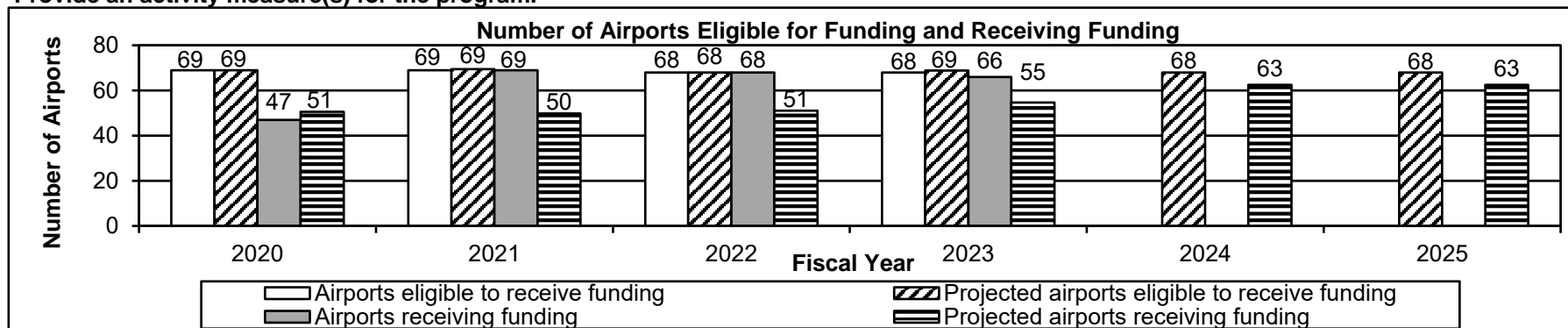
This funding is for the relocation and construction of the air traffic control tower at the Jefferson City Regional Airport.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
Total PSD	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0
Grand Total	0	0.0	3,400,000	0.0	0	0.0	3,400,000	0.0	0

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

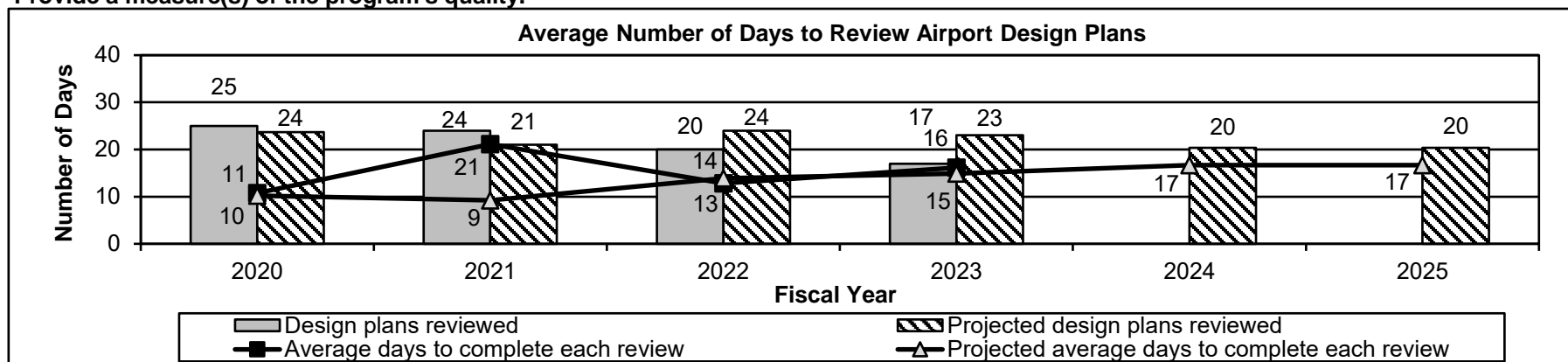
NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation
 Division: Multimodal Operations
 DI Name: Jefferson City Airport Expansion DI# 1605010

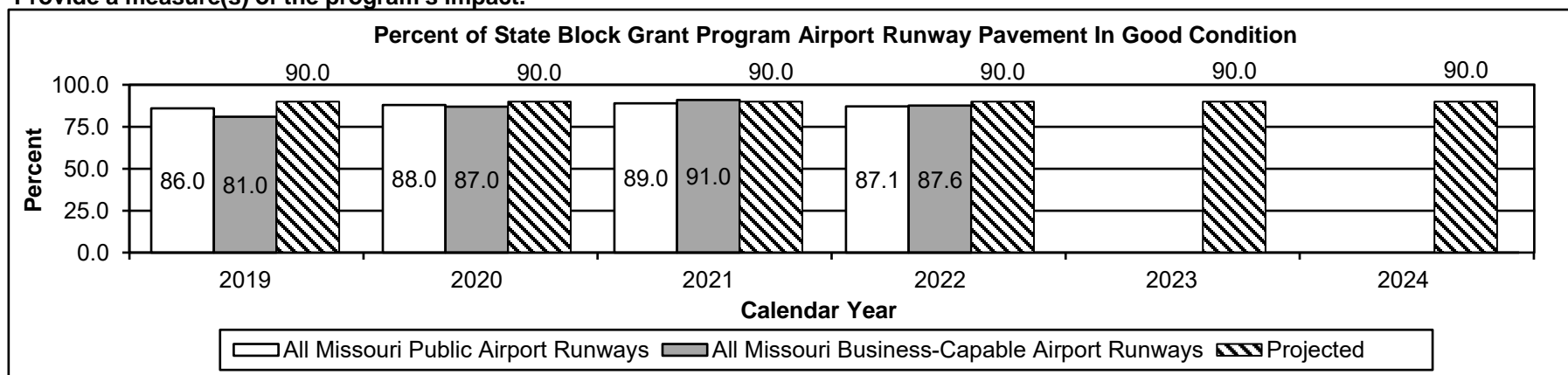
Budget Unit: Multimodal Operations
 HB Section: 4.550

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation

Budget Unit: Multimodal Operations

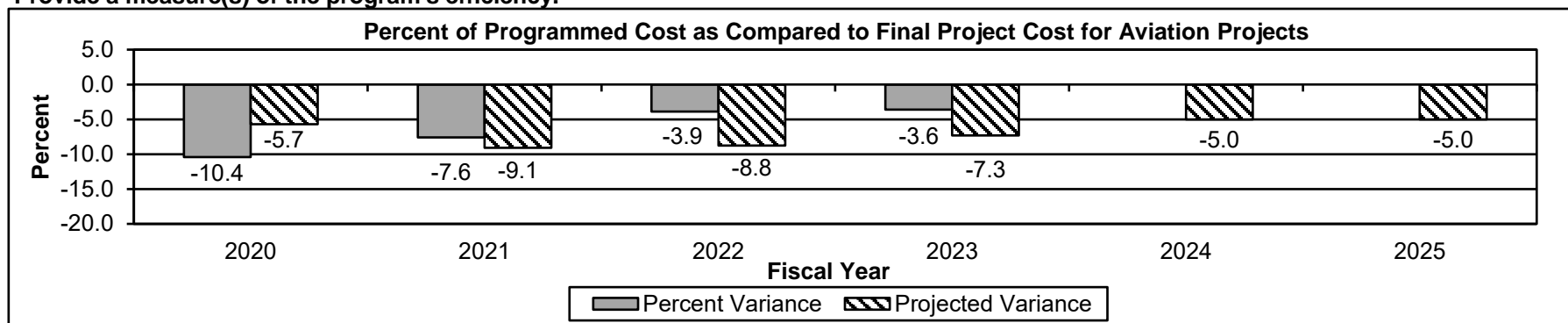
Division: Multimodal Operations

DI Name: Jefferson City Airport Expansion

DI# 1605010

HB Section: 4.550

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

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NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Rosecrans Airport Expansion</u>	DI# <u>1605010</u>
	HB Section: <u>4.550</u>

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	8,800,000	0	8,800,000
TRF	0	0	0	0
Total	<u>0</u>	<u>8,800,000</u>	<u>0</u>	<u>8,800,000</u>

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

FTE 0.00 0.00 0.00 0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This requested expansion item is for congressional earmarks from Transportation, Housing and Urban Development/Community Project Funding/Congressionally Directed Spending. The funding provided in 2024 was one-time and the project will take more than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Rosecrans Airport Expansion	DI# 1605010
	HB Section: 4.550

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This funding is for an air traffic control tower, terminal building, snow removal equipment building, electrical vault relocation as well as design and construction services at the Rosecrans Memorial Airport in St. Joseph.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0
Total PSD	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0
Grand Total	0	0.0	8,800,000	0.0	0	0.0	8,800,000	0.0	0

NEW DECISION ITEM

RANK: 10

OF 23

Department of Transportation

Budget Unit: Multimodal Operations

Division: Multimodal Operations

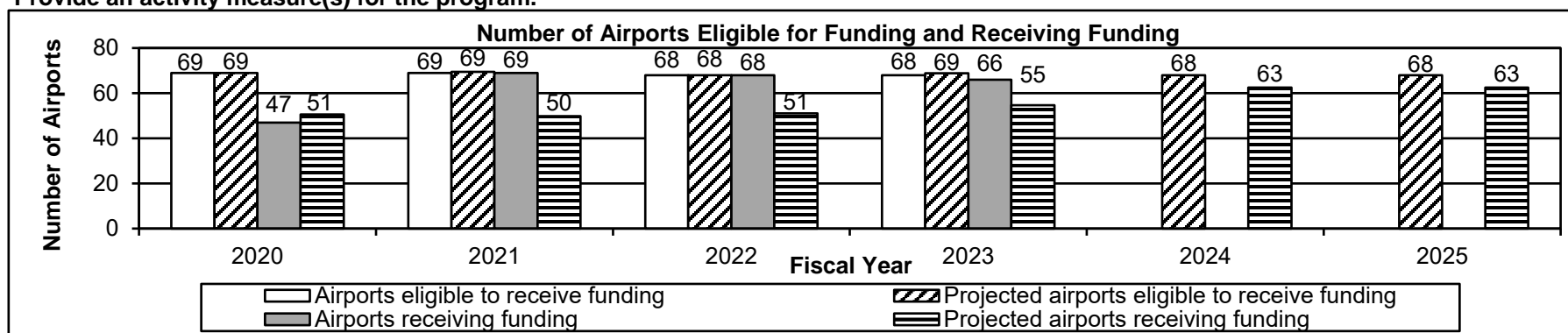
DI Name: Rosecrans Airport Expansion

DI# 1605010

HB Section: 4.550

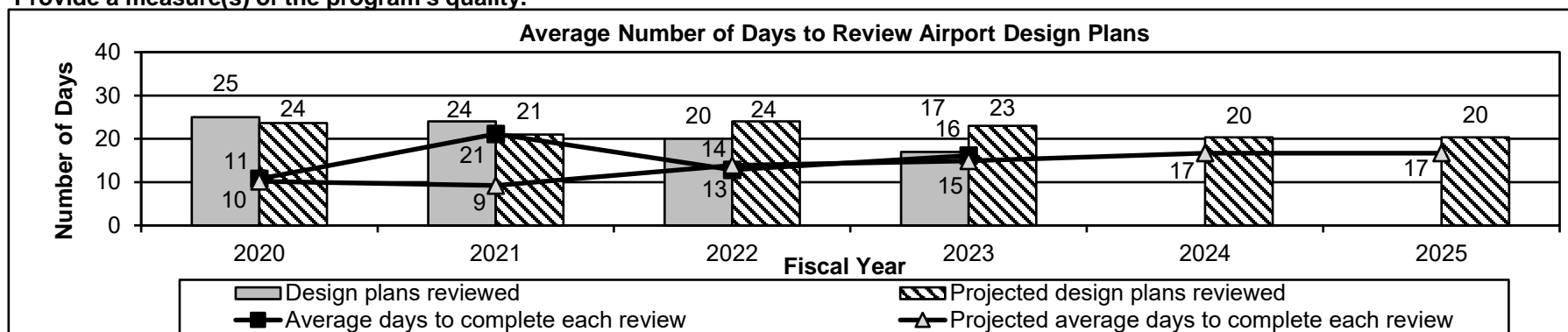
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections for airports eligible to receive funding are based on all 68 airports that could receive federal AIP funding through the State Block Grant Program. Of the 68 airports, only 64 will receive ARPA funding. The 2024 and 2025 projections for airports receiving funding are based on the average of actuals for the last four years.

6b. Provide a measure(s) of the program's quality.



All projects using federal or state aviation funds are reviewed by MoDOT prior to bid advertisement. Grant funding for the project is provided after the bid award. The 2024 and 2025 projections are based on the average of actuals for the last three years.

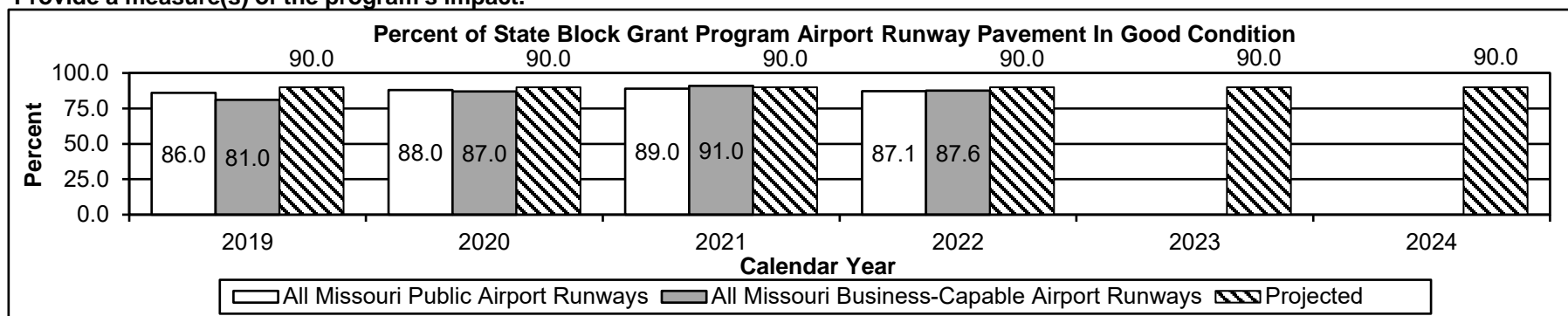
NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation

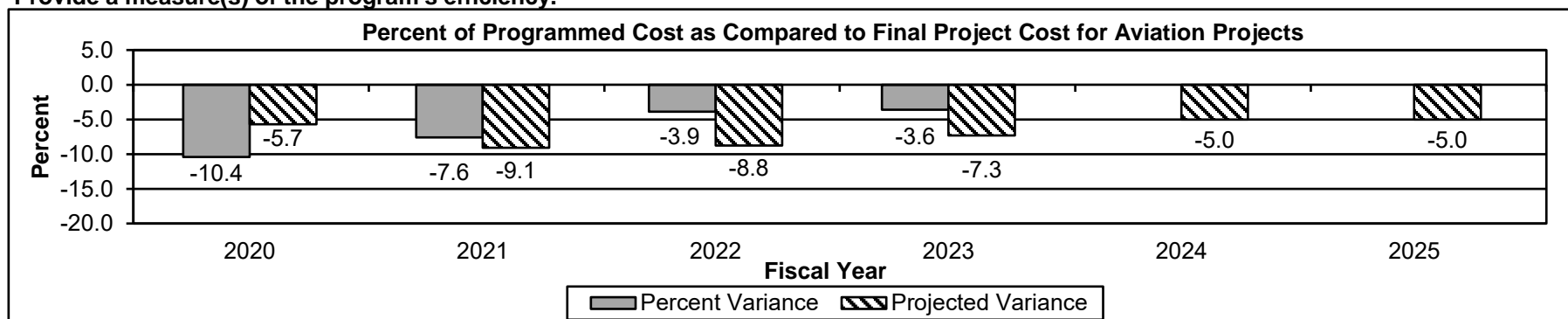
Budget Unit: Multimodal OperationsDivision: Multimodal OperationsDI Name: Rosecrans Airport ExpansionDI# 1605010HB Section: 4.550

6c. Provide a measure(s) of the program's impact.



Business-capable airport runways are runways that are at least 5,000 feet long. The 2023 and 2024 projections were set by the department and are considered the ideal percent of pavement in good condition.

6d. Provide a measure(s) of the program's efficiency.



Aviation projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Aviation project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. The 2024 and 2025 projections are based on the average of actuals for the last three years.

NEW DECISION ITEM

RANK: 10 OF 23

<u>Department of Transportation</u>		Budget Unit: <u>Multimodal Operations</u>
<u>Division: Multimodal Operations</u>		
<u>DI Name: Rosecrans Airport Expansion</u>	<u>DI# 1605010</u>	HB Section: <u>4.550</u>

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

MoDOT's aviation staff will continue to monitor the performance measurement targets when proceeding with projects. Aviation staff will continue to work to improve plan review times and will also work to seek federal funding for projects to improve runway pavement conditions.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FEDERAL AVIATION ASSISTANCE								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	21,200,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	21,200,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$21,200,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$21,200,000	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM
RANK: 19 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Ports Trust Fund Transfer Expansion	DI# 1605019
	HB Section: 4.551

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	11,620,577	0	0	11,620,577
Total	11,620,577	0	0	11,620,577
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input checked="" type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This budget item is to transfer funds from the core appropriation (2619) to a new appropriation for the Waterways and Ports Trust Fund that was created during the last legislative session. Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035, RSMo provide authorization for MoDOT to administer any general revenue appropriated by the legislature for the Public Port Capital Improvements Program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Ports leverage capital improvement program funds with private and federal funding to respond to business needs. This combination of funding increases freight commerce moved through the ports in Missouri, improving connections between transportation modes, and spurring economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.

NEW DECISION ITEM

RANK: 19 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations	
DI Name: Ports Trust Fund Transfer Expansion	DI# 1605019
	HB Section: <u>4.551</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This budget item is to transfer funds from the core appropriation (2619) to a new appropriation for the Waterways and Ports Trust Fund. MoDOT is requesting \$11,620,577 in the fiscal year budget for the Public Port Capital Improvement Program.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Transfers	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0
Total TRF	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0
Grand Total	11,620,577	0.0	0	0.0	0	0.0	11,620,577	0.0	0

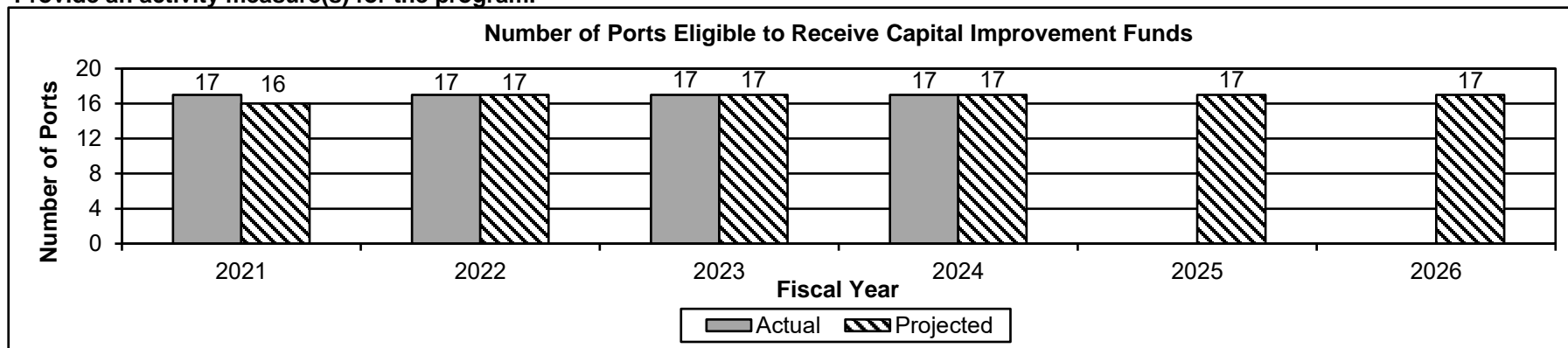
NEW DECISION ITEM
RANK: 19 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Ports Trust Fund Transfer Expansion **DI# 1605019**

Budget Unit: Multimodal Operations
HB Section: 4.551

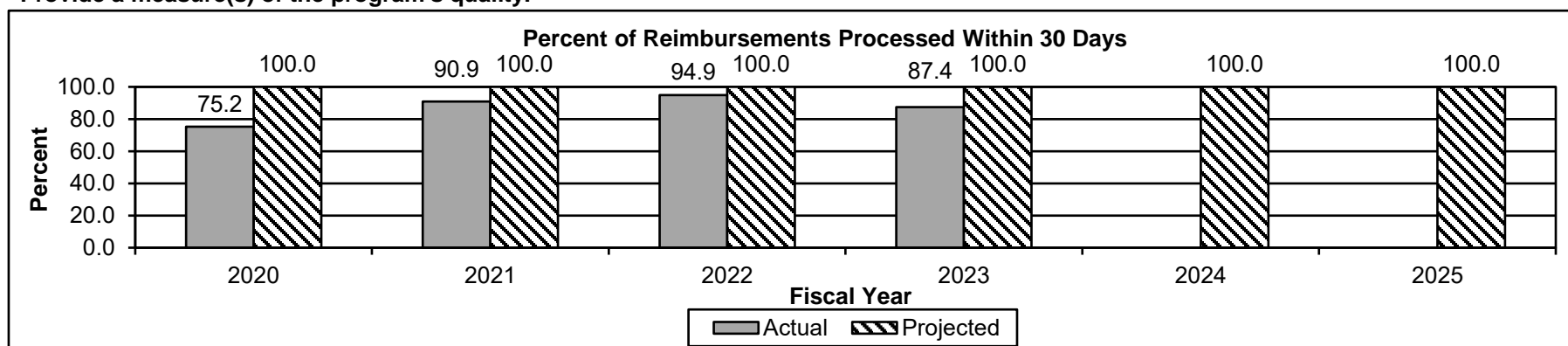
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



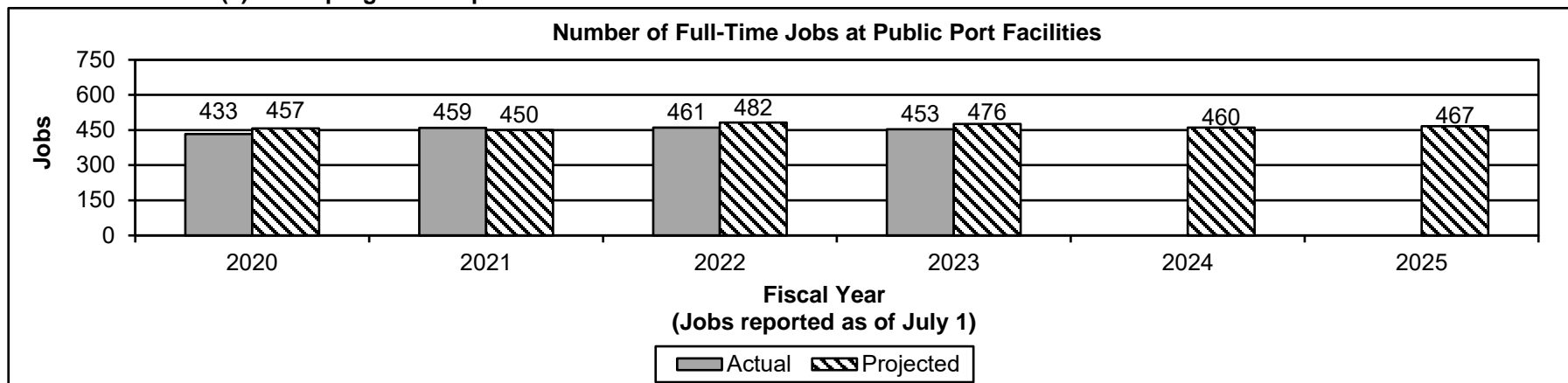
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

NEW DECISION ITEM
RANK: 19 OF 23

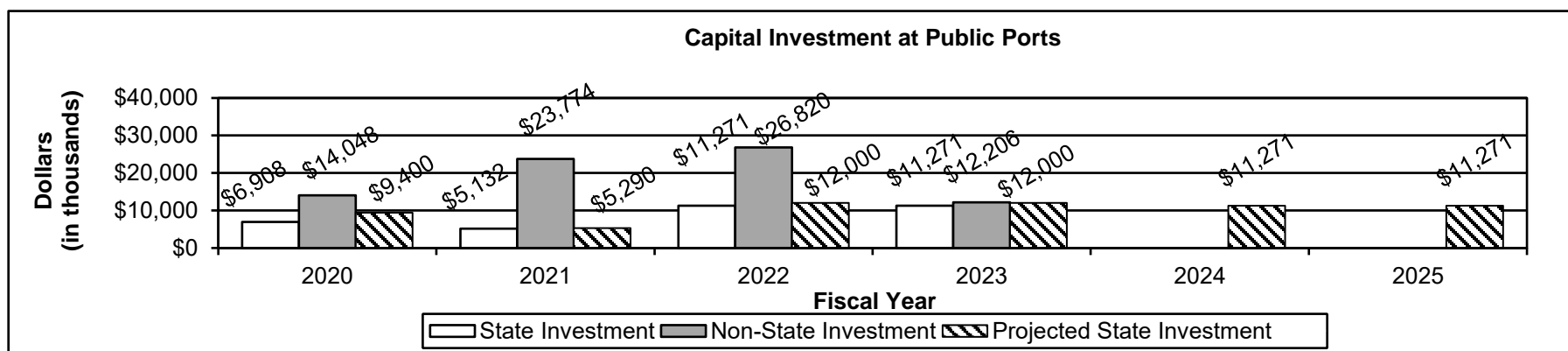
Department of Transportation
Division: Multimodal Operations
DI Name: Ports Trust Fund Transfer Expansion **DI# 1605019**

Budget Unit: Multimodal Operations
HB Section: 4.551

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



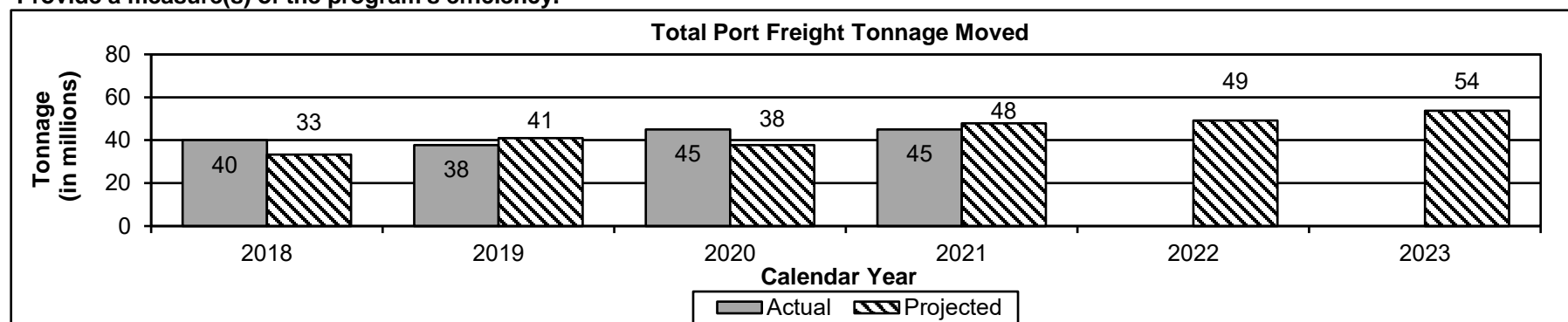
The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

NEW DECISION ITEM
RANK: 19 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Ports Trust Fund Transfer Expansion **DI# 1605019**

Budget Unit: Multimodal Operations
HB Section: 4.551

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
WATRWYS & PORTS TRUST TRANSFER								
Ports Trust Fund Transfer NDI - 1605019								
TRANSFERS OUT	0	0.00	0	0.00	11,620,577	0.00	0	0.00
TOTAL - TRF	0	0.00	0	0.00	11,620,577	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$11,620,577	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$11,620,577	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit									
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****	
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED	
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN	
PORT AUTH FINANCIAL ASSIST									
CORE									
PROGRAM-SPECIFIC									
GENERAL REVENUE	11,271,960	0.00	12,270,577	0.00	0	0.00	0	0.00	
BUDGET STABILIZATION	15,237	0.00	25,000,000	0.00	0	0.00	0	0.00	
STATE TRANSPORTATION FUND	0	0.00	0	0.00	800,000	0.00	0	0.00	
TOTAL - PD	11,287,197	0.00	37,270,577	0.00	800,000	0.00	0	0.00	
TOTAL	11,287,197	0.00	37,270,577	0.00	800,000	0.00	0	0.00	
Re-request One Time Funding - 1605010									
PROGRAM-SPECIFIC									
BUDGET STABILIZATION	0	0.00	0	0.00	24,984,763	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	24,984,763	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	24,984,763	0.00	0	0.00	
Port CI NDI - 1605011									
PROGRAM-SPECIFIC									
GENERAL REVENUE	0	0.00	0	0.00	938,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	938,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	938,000	0.00	0	0.00	
Port Authority Trust Fund NDI - 1605020									
PROGRAM-SPECIFIC									
WATERWAYS AND PORTS TRUST FUND	0	0.00	0	0.00	20,000,000	0.00	0	0.00	
TOTAL - PD	0	0.00	0	0.00	20,000,000	0.00	0	0.00	
TOTAL	0	0.00	0	0.00	20,000,000	0.00	0	0.00	
GRAND TOTAL	\$11,287,197	0.00	\$37,270,577	0.00	\$46,722,763	0.00	\$0	0.00	

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASST								
CORE								
PROGRAM-SPECIFIC								
STATE TRANSPORTATION FUND	799,999	0.00	800,000	0.00	0	0.00	0	0.00
TOTAL - PD	799,999	0.00	800,000	0.00	0	0.00	0	0.00
TOTAL	799,999	0.00	800,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$799,999	0.00	\$800,000	0.00	\$0	0.00	\$0	0.00

CORE DECISION ITEM

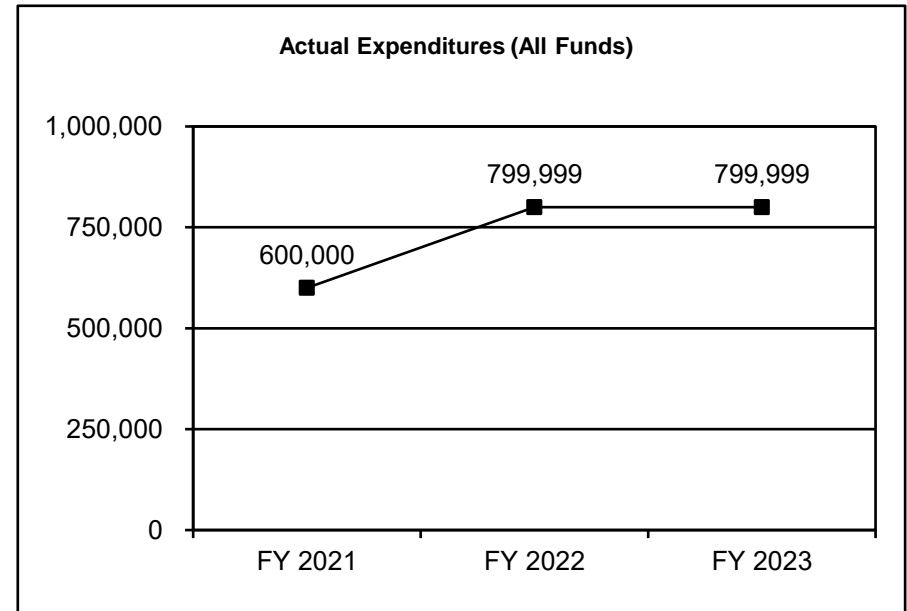
Department of Transportation Division: Multimodal Operations Core: Port Auth. Assistance	Budget Unit: Multimodal Operations HB Section: 4.555																																																																																																				
1. CORE FINANCIAL SUMMARY																																																																																																					
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2. CORE DESCRIPTION																																																																																																					
<p>This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their products to market in a cost-effective manner.</p>																																																																																																					
3. PROGRAM LISTING (list programs included in this core funding)																																																																																																					
<p>Appropriated funds are distributed in July of each fiscal year by a formula developed in collaboration with the 17 port authorities and one three-state port commission. The formula is based upon the development needs of each port facility, a three-year business plan, amount of cargo moved through the port and use of prior funding allocations. No local match is required for this program.</p>																																																																																																					

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Port Auth. Assistance	HB Section:	4.555

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	600,000	800,000	800,000	800,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	600,000	800,000	800,000	N/A
Actual Expenditures (All Funds)	600,000	799,999	799,999	N/A
Unexpended (All Funds)	0	1	1	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	0	1	1	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION**PORT AUTH FINANCIAL ASSIST**

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PD	0.00	12,270,577	25,000,000	0	37,270,577	
		Total	0.00	12,270,577	25,000,000	0	37,270,577	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#553]	PD	0.00	(650,000)	0	0	(650,000)	Port Authority CI NDI one-time appropriation authority
1x Expenditures	[#554]	PD	0.00	0	(25,000,000)	0	(25,000,000)	Jefferson County Port NDI one-time appropriation authority
Core Reduction	[#565]	PD	0.00	(11,620,577)	0	0	(11,620,577)	Port Authority CI NDI reduction due to requesting new funding source
Core Reallocation	[#514]	PD	0.00	0	0	800,000	800,000	Reallocation to move to one budget unit for ports
NET DEPARTMENT CHANGES			0.00	(12,270,577)	(25,000,000)	800,000	(36,470,577)	
DEPARTMENT CORE REQUEST								
		PD	0.00	0	0	800,000	800,000	
		Total	0.00	0	0	800,000	800,000	
GOVERNOR'S RECOMMENDED CORE								
		PD	0.00	0	0	800,000	800,000	
		Total	0.00	0	0	800,000	800,000	

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

PORT AUTH FINANCIAL ASST

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
		PD	0.00	0	0	800,000	800,000	
		Total	0.00	0	0	800,000	800,000	
DEPARTMENT CORE ADJUSTMENTS								
Core Reallocation	[#513]	PD	0.00	0	0	(800,000)	(800,000)	Reallocation to move to one budget unit for ports
NET DEPARTMENT CHANGES			0.00	0	0	(800,000)	(800,000)	
DEPARTMENT CORE REQUEST								
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	
GOVERNOR'S RECOMMENDED CORE								
		PD	0.00	0	0	0	0	
		Total	0.00	0	0	0	0	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASSIST								
CORE								
PROGRAM DISTRIBUTIONS	11,287,197	0.00	37,270,577	0.00	800,000	0.00	0	0.00
TOTAL - PD	11,287,197	0.00	37,270,577	0.00	800,000	0.00	0	0.00
GRAND TOTAL	\$11,287,197	0.00	\$37,270,577	0.00	\$800,000	0.00	\$0	0.00
GENERAL REVENUE	\$11,271,960	0.00	\$12,270,577	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$15,237	0.00	\$25,000,000	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$800,000	0.00		0.00

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASST								
CORE								
PROGRAM DISTRIBUTIONS	799,999	0.00	800,000	0.00	0	0.00	0	0.00
TOTAL - PD	799,999	0.00	800,000	0.00	0	0.00	0	0.00
GRAND TOTAL	\$799,999	0.00	\$800,000	0.00	\$0	0.00	\$0	0.00
GENERAL REVENUE								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS								
	\$799,999	0.00	\$800,000	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

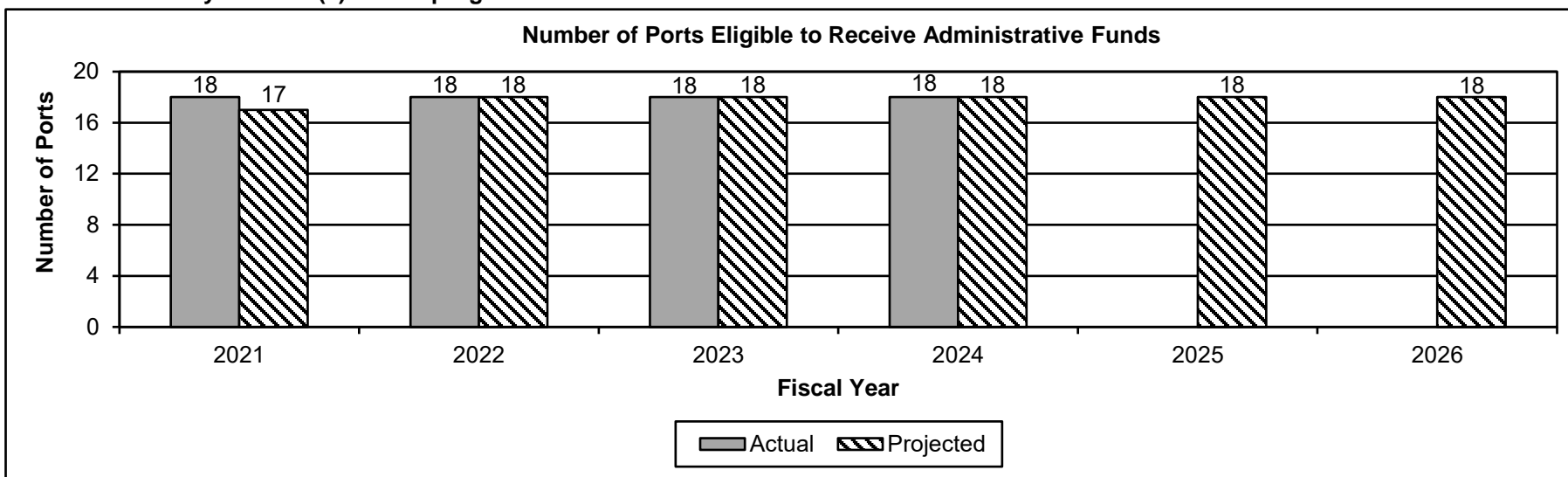
HB Section(s): 4.555

Program Name: Port Auth. Assistance

Program is found in the following core budget(s): Port Auth. Assistance

1b. What does this program do?

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their product to market in a cost-effective manner.

2a. Provide an activity measure(s) for the program.

This measure includes Missouri ports as well as one three-state port commission. The 2025 and 2026 projections are based on the ports currently eligible for administrative funding in fiscal year 2024. Ports must be actively pursuing movement of waterborne freight or passengers in order to receive funding.

PROGRAM DESCRIPTION

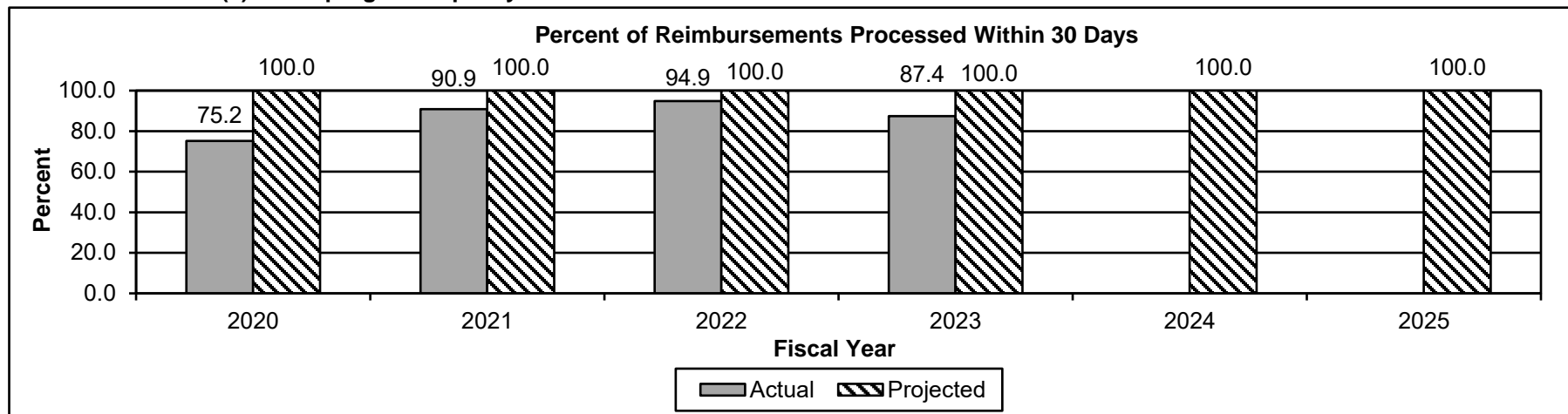
Department of Transportation

HB Section(s): 4.555

Program Name: Port Auth. Assistance

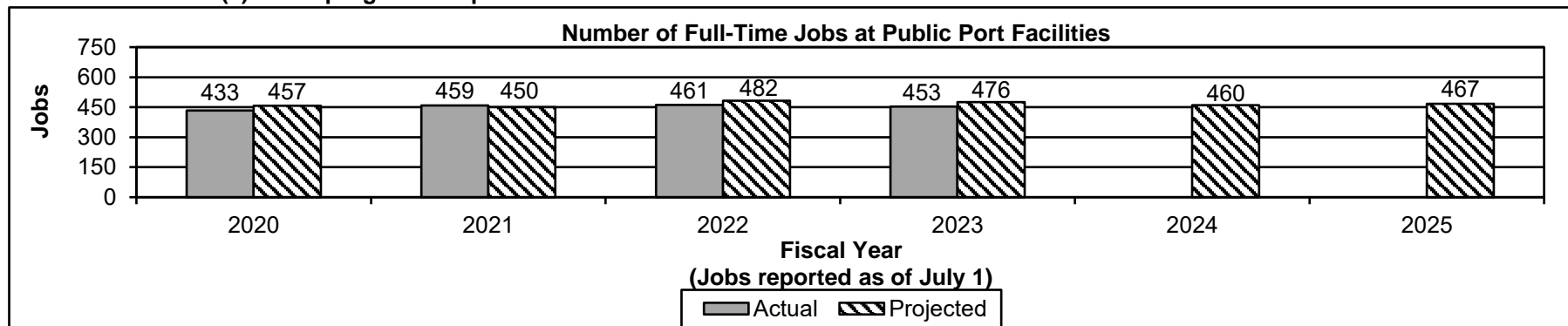
Program is found in the following core budget(s): Port Auth. Assistance

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

2c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.

PROGRAM DESCRIPTION

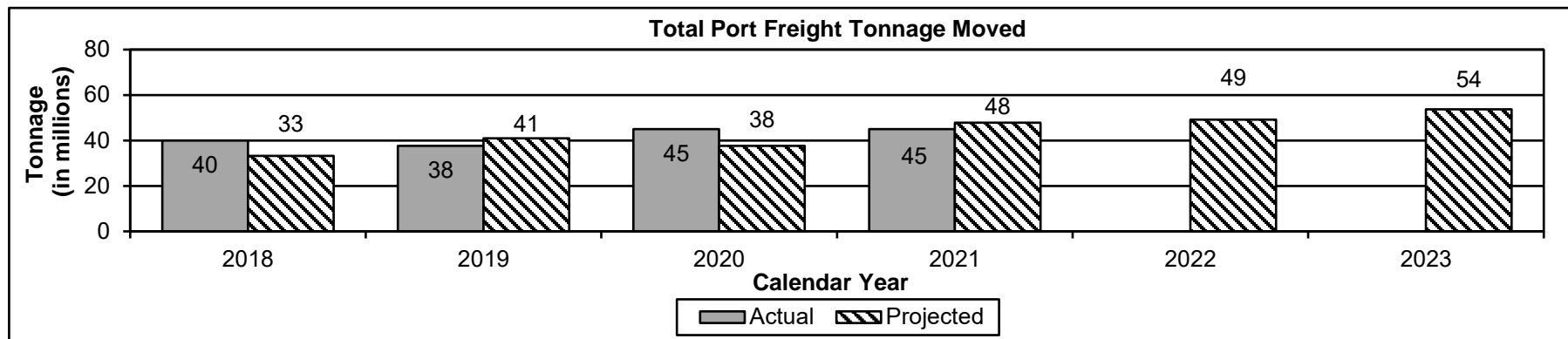
Department of Transportation

HB Section(s): 4.555

Program Name: Port Auth. Assistance

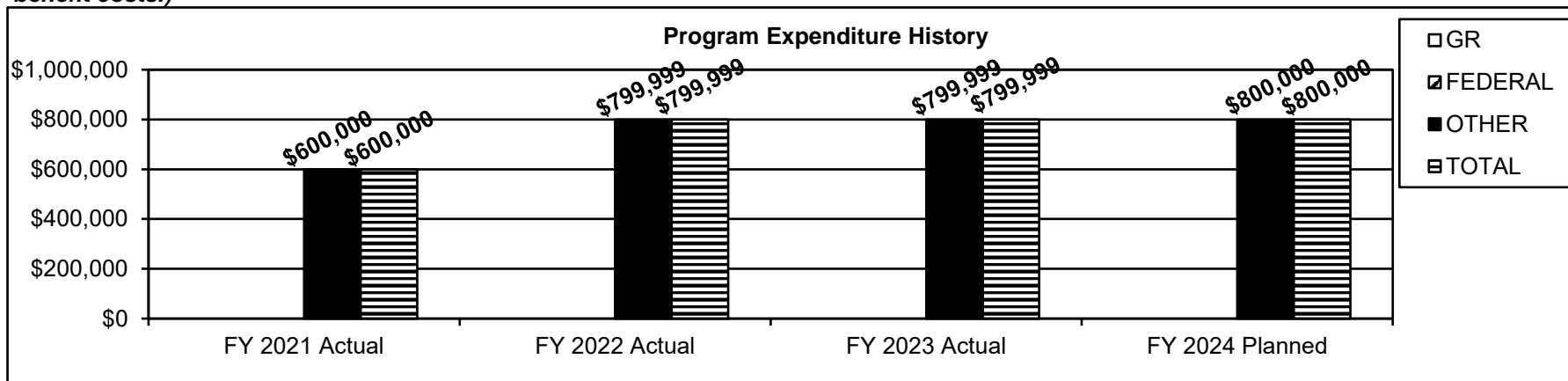
Program is found in the following core budget(s): Port Auth. Assistance

2d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published by the US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.555

Program Name: Port Auth. Assistance

Program is found in the following core budget(s): Port Auth. Assistance

4. What are the sources of the "Other " funds?

State Transportation Fund (0675)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 68.035, 68.065 and 226.225, RSMo.

6. Are there federal matching requirements? If yes, please explain.

No

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM
RANK: 20 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Port Auth. Trust Fund Expansion	DI# 1605020
	HB Section: 4.555

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	20,000,000	20,000,000
TRF	0	0	0	0
Total	0	0	20,000,000	20,000,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Waterways and Ports Trust Fund (0237)

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input checked="" type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This budget item will provide spending authority for the Waterways and Ports Trust Fund that was created in SS HB 202 last legislative session. It provides sufficient authority for any General Revenue appropriated by the legislature plus any potential grants or donations received for this purpose. Article IV, Section 30(c), MO Constitution and Sections 33.543 and 68.035, RSMo provide authorization for MoDOT to administer any General Revenue appropriated by the legislature for the Public Port Capital Improvements Program (PPCIP). Ports are the on/off ramps for commerce on the Missouri and Mississippi Rivers. Ports leverage capital improvement program funds with private and federal funding to respond to business needs. This combination of funding increases freight commerce moved through the ports in Missouri, improving connections between transportation modes, and spurring economic growth and jobs. Projects funded through this program include construction of docks, purchase of cranes, construction and rehabilitation of the port-owned rail facilities, and construction of fleeting facilities. Strategic investments made at the ports create new jobs at the port itself as well as help businesses located 150 miles or more away stay competitive in domestic and global markets. According to the 2017 Economic Impact Study for Missouri Ports, the public ports support 290,000 jobs and 34 percent of Missouri's economy resulting in \$2.4 billion in state and local tax revenue.

NEW DECISION ITEM

RANK: 20 OF 23

Department of Transportation		Budget Unit: <u>Multimodal Operations</u>
Division: Multimodal Operations		
DI Name: Port Auth. Trust Fund Expansion	DI# 1605020	HB Section: <u>4.555</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

This budget item will provide spending authority for the Waterways and Ports Trust Fund. It provides sufficient authority for any General Revenue appropriated by the legislature plus any potential grants or donations received for this purpose. Projects are selected annually through a collaborative process involving the Executive Directors of the Port Authorities and MoDOT. Each port presents capital asset needs to the group for discussion, including topics such as job creation, timelines for completion, how quickly the asset is needed for a business and whether the asset is needed for a current business, committed business or potential business. The group collectively ranks each need, then uses these rankings to develop a fiscally constrained project listing. The project needs list changes each year due to rapidly changing economic development needs. A minimum of 20 percent local match is required for this program. Once funds are appropriated, projects are listed in the State Transportation Improvement Plan (STIP).

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

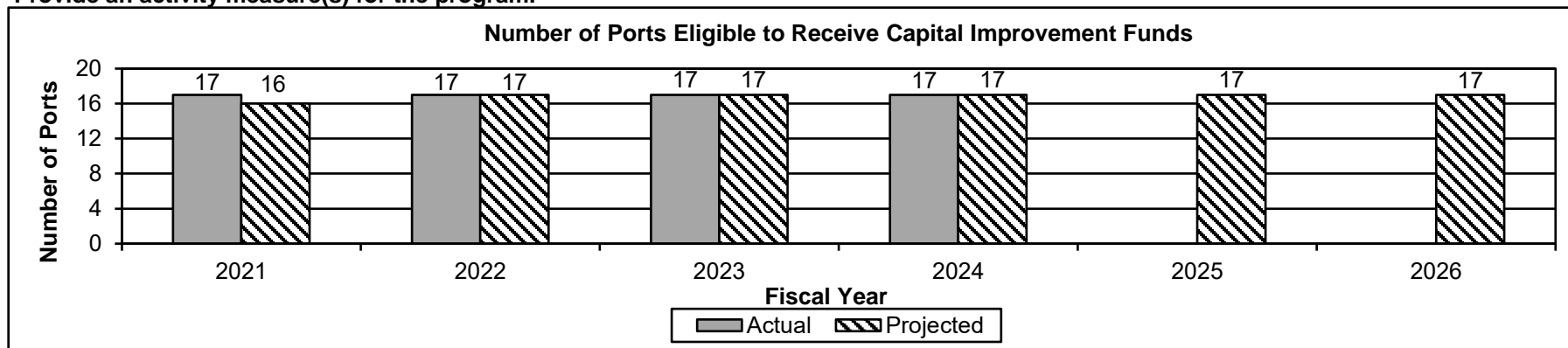
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions (800)	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0
Total PSD	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0
Grand Total	0	0.0	0	0.0	20,000,000	0.0	20,000,000	0.0	0

NEW DECISION ITEM
RANK: 20 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Port Auth. Trust Fund Expansion	DI# 1605020
	HB Section: 4.555

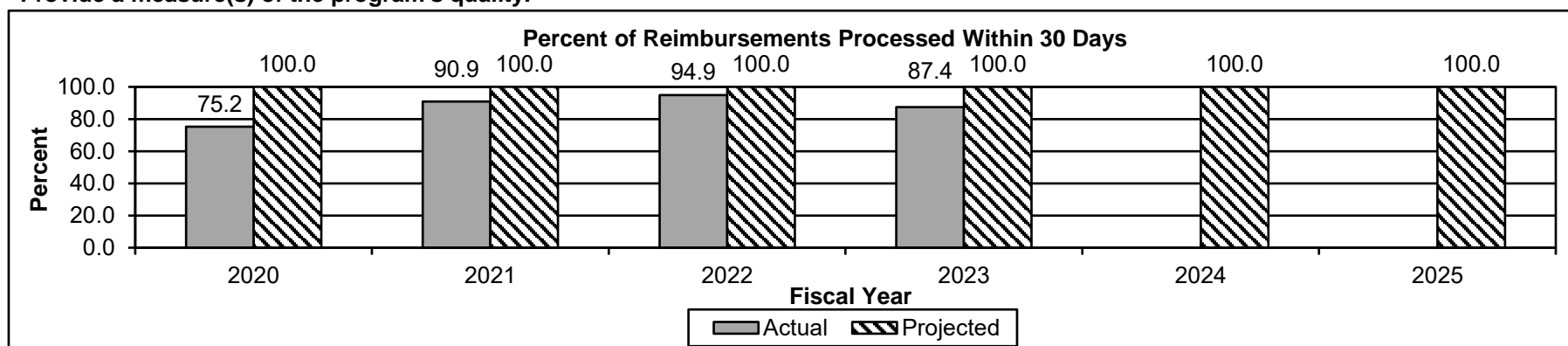
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



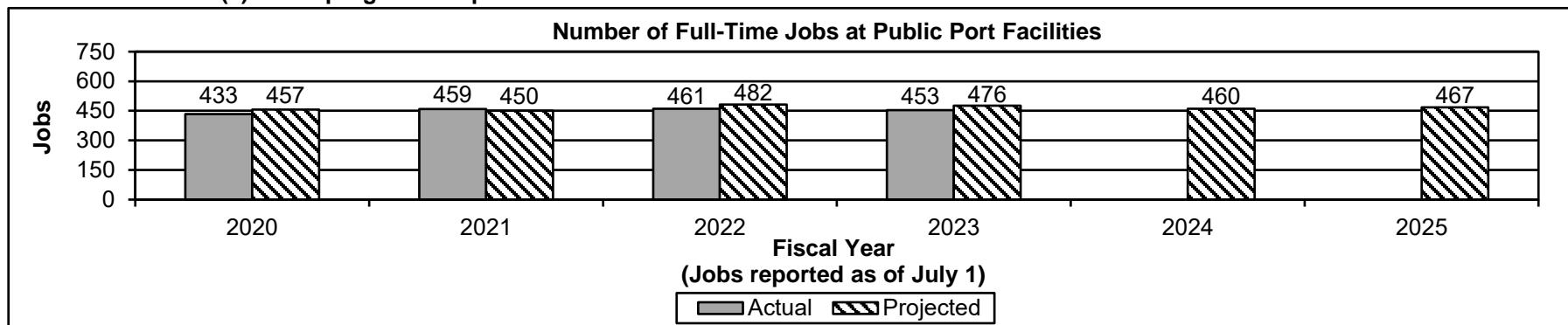
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

NEW DECISION ITEM
RANK: 20 OF 23

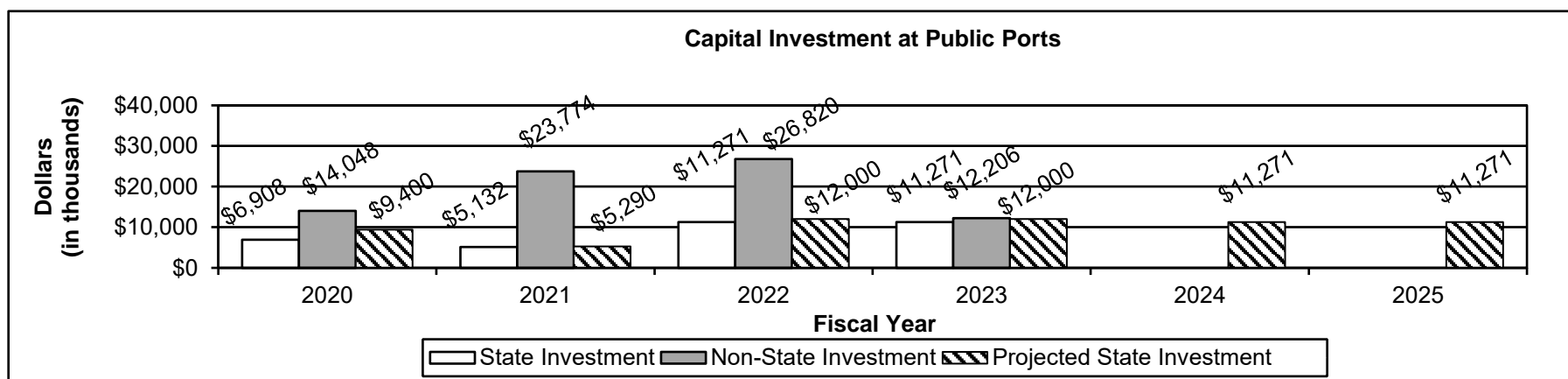
Department of Transportation
Division: Multimodal Operations
DI Name: Port Auth. Trust Fund Expansion **DI# 1605020**

Budget Unit: Multimodal Operations
HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



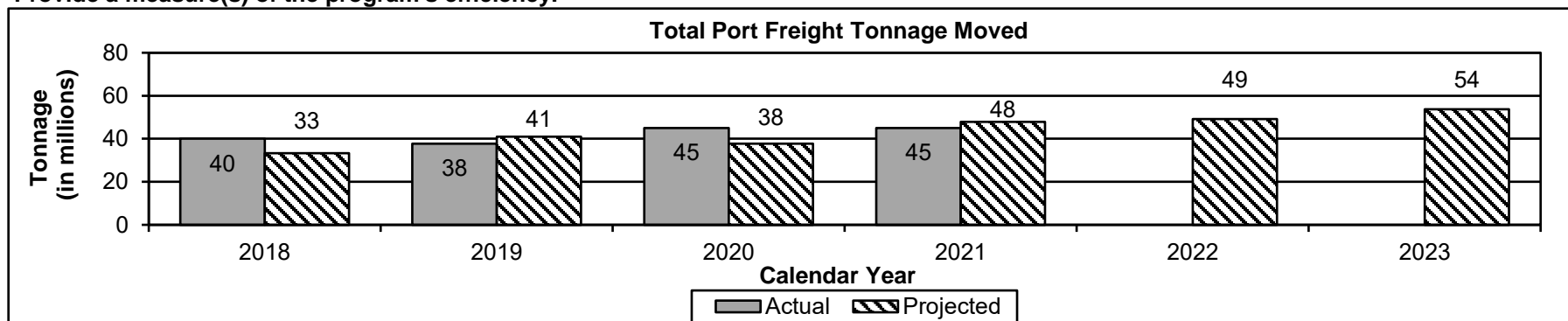
The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

NEW DECISION ITEM
RANK: 20 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Port Auth. Trust Fund Expansion **DI# 1605020**

Budget Unit: Multimodal Operations
HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASSIST								
Port Authority Trust Fund NDI - 1605020								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	20,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	20,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$20,000,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$20,000,000	0.00		0.00

NEW DECISION ITEM
RANK: 11 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Port Authorities Assistance Expansion	DI# 1605011
	HB Section: 4.555

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	938,000	0	0	938,000
TRF	0	0	0	0
Total	938,000	0	0	938,000
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

\$938,000 is being requested for the non-federal match for the multi-year Corps of Engineers' Lower Missouri River Navigation Study. This will complete the study. \$650,000 was included in 2024 for this study as one-time funding. Port Kansas City funded a portion of the match. Results of the study will be used to determine navigation structures in the Missouri River and are anticipated to provide more reliability in the channel for navigation.

NEW DECISION ITEM
RANK: 11 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Port Authorities Assistance Expansion	DI# 1605011
	HB Section: 4.555

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

\$938,000 is being requested for the non-federal match for the multi-year Corps of Engineers' Lower Missouri River Navigation Study. This will complete the study. \$650,000 was included in 2024 for this study as one-time funding. Port Kansas City funded a portion of the match. Results of the study will be used to determine navigation structures in the Missouri River and are anticipated to provide more reliability in the channel for navigation.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
Total PSD	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0
Grand Total	938,000	0.0	0	0.0	0	0.0	938,000	0.0	0

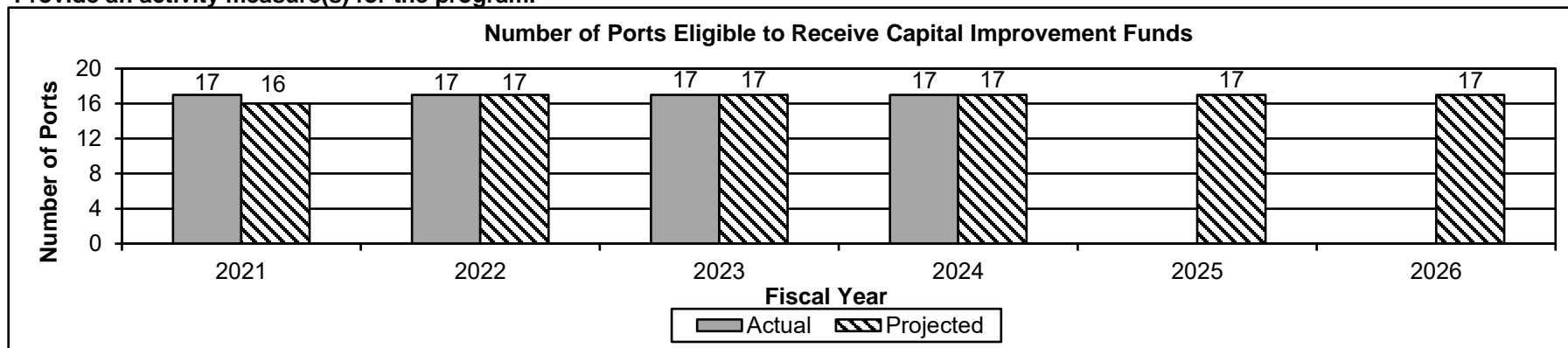
NEW DECISION ITEM
RANK: 11 **OF** 23

Department of Transportation
Division: Multimodal Operations
DI Name: Port Authorities Assistance Expansion **DI# 1605011**

Budget Unit: Multimodal Operations
HB Section: 4.555

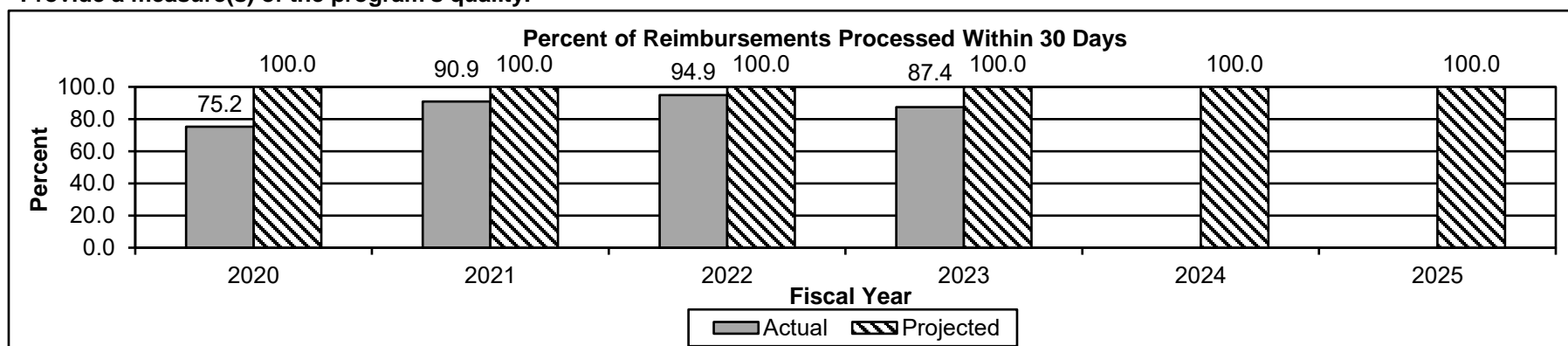
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



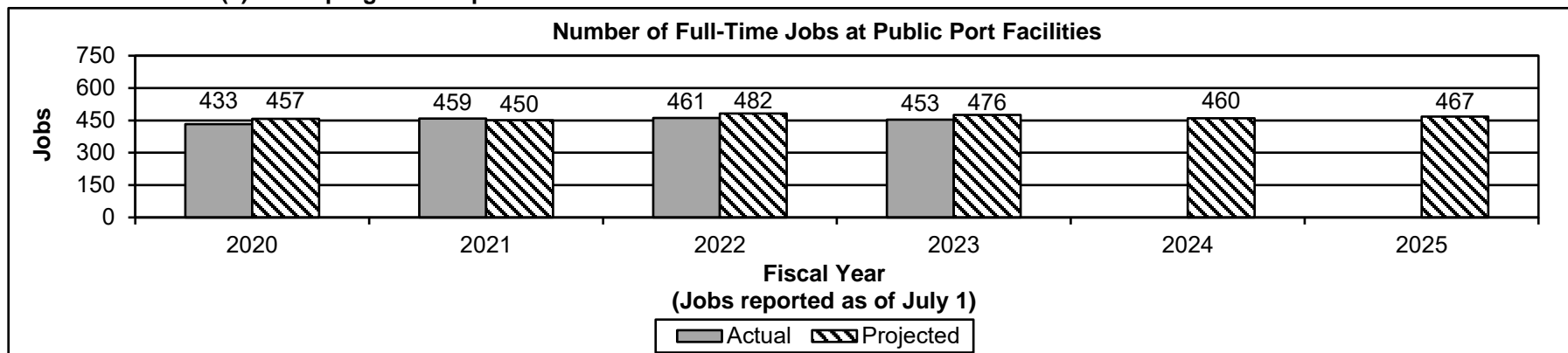
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

NEW DECISION ITEM
RANK: 11 OF 23

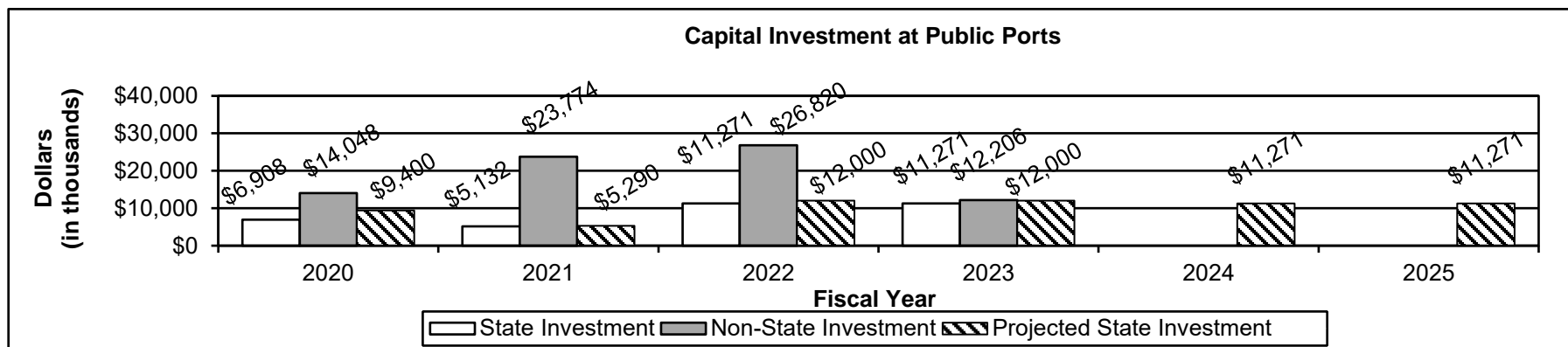
Department of Transportation
Division: Multimodal Operations
DI Name: Port Authorities Assistance Expansion DI# 1605011

Budget Unit: Multimodal Operations
HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

NEW DECISION ITEM

RANK: 11 OF 23

Department of Transportation

Budget Unit: Multimodal Operations

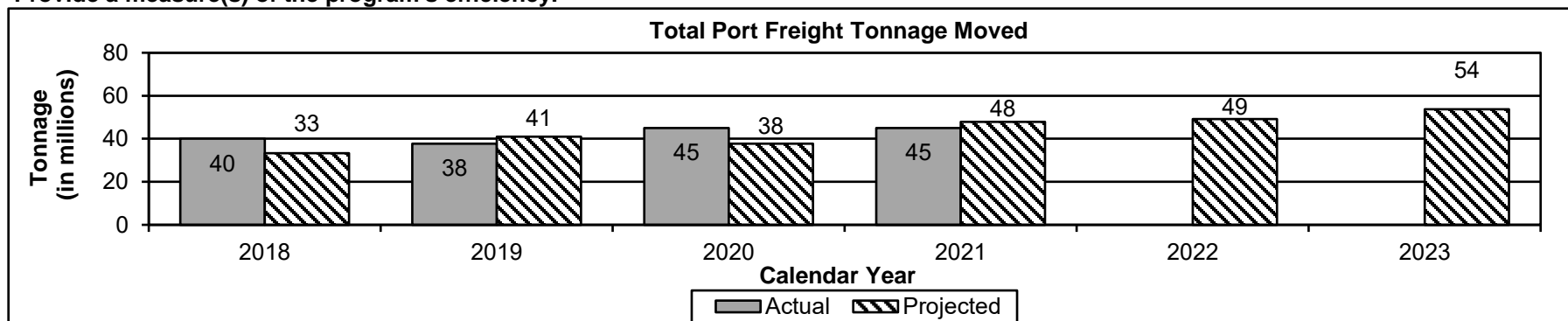
Division: Multimodal Operations

DI Name: Port Authorities Assistance Expansion

DI# 1605011

HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASSIST								
Port CI NDI - 1605011								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	938,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	938,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$938,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$938,000	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010	HB Section: 4.555

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	24,984,763	0	24,984,763
TRF	0	0	0	0
Total	0	24,984,763	0	24,984,763

FTE **0.00** **0.00** **0.00** **0.00**

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE **0.00** **0.00** **0.00** **0.00**

HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR

This funding is requested to assist the Jefferson County Port Authority (JCPA) in development of a port facility at Herculaneum, MO, to generate revenue for JCPA. A 10 percent local match is required. The funding provided in 2024 was one-time and the project will take more than one year to complete.

NEW DECISION ITEM

RANK: 10 OF 23

Department of Transportation Division: Multimodal Operations DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010	Budget Unit: <u>Multimodal Operations</u> HB Section: <u>4.555</u>								
4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)									
This funding is requested to assist the Jefferson County Port Authority (JCPA) in development of a port facility at Herculanum, MO, to generate revenue for JCPA. A 10 percent local match is required. This is a continuation of the funding provided in House Bill 4 in 2023 and 2024 as one-time. \$24,984,763 is the amount of funds remaining to be spent at the end of 2023.									
5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.									
Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	24,984,763	0.0	0	0.0	24,984,763	0.0	0
Total PSD	0	0.0	24,984,763	0.0	0	0.0	24,984,763	0.0	0
Grand Total	0	0.0	24,984,763	0.0	0	0.0	24,984,763	0.0	0

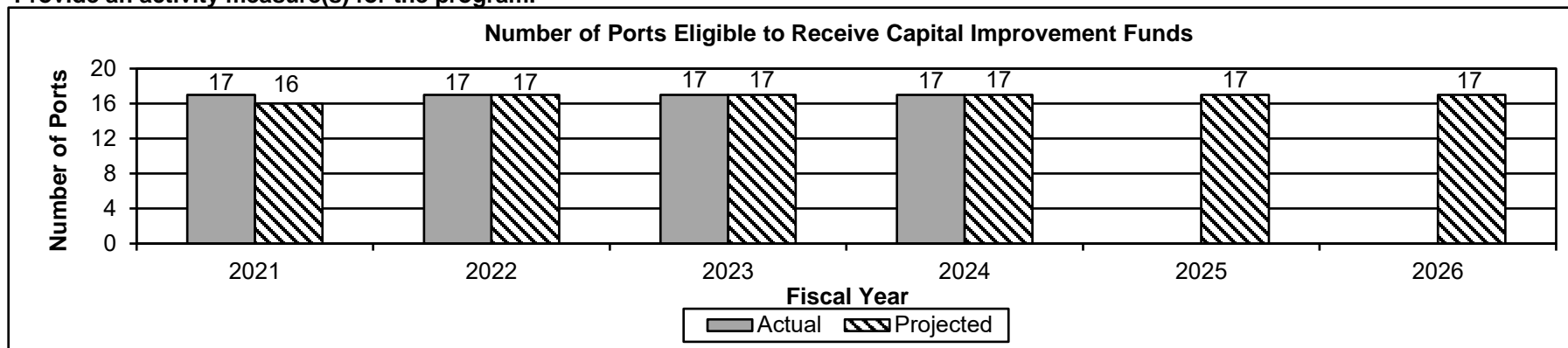
NEW DECISION ITEM
RANK: 10 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010

Budget Unit: Multimodal Operations
HB Section: 4.555

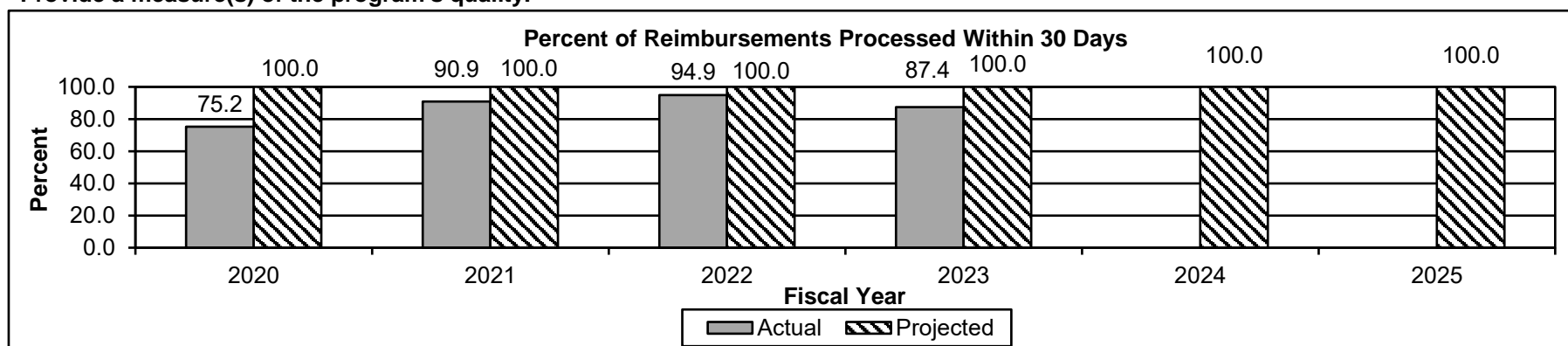
6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The Mid-America Port Commission is ineligible for capital improvement funding because it is a tri-state commission and not a port authority. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

6b. Provide a measure(s) of the program's quality.



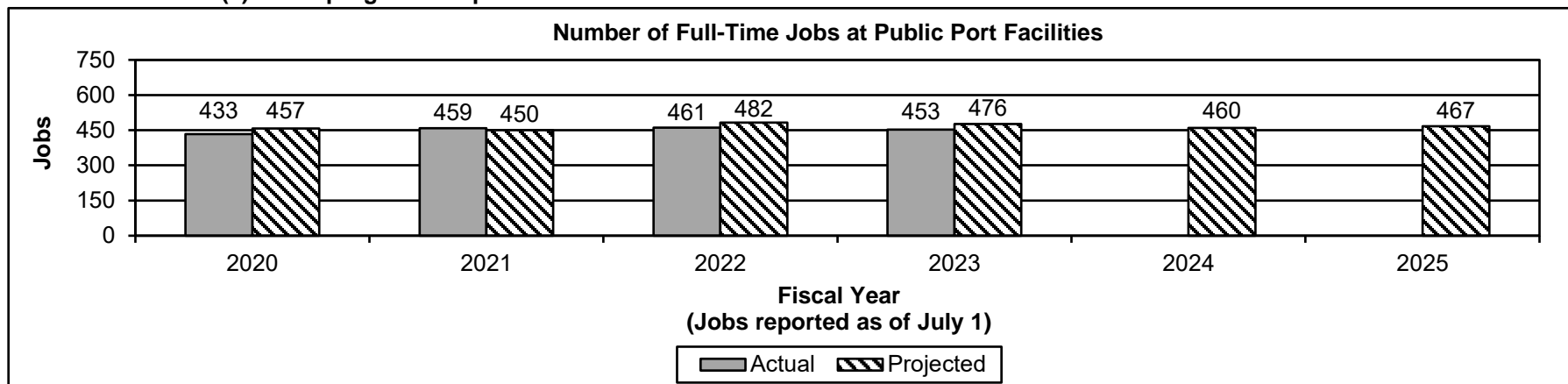
The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

NEW DECISION ITEM
RANK: 10 OF 23

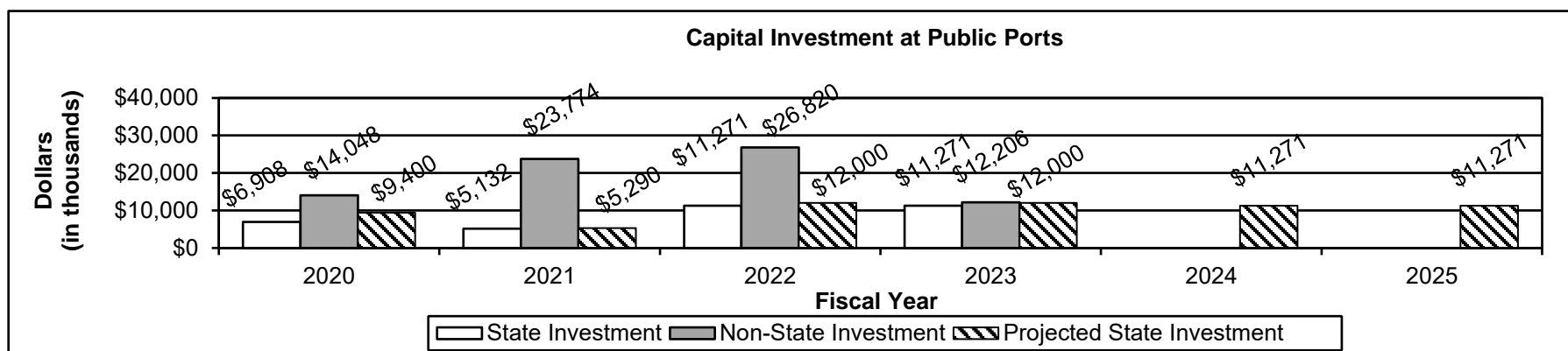
Department of Transportation
Division: Multimodal Operations
DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010

Budget Unit: Multimodal Operations
HB Section: 4.555

6c. Provide a measure(s) of the program's impact.



The fiscal year 2024 and 2025 projections were established by calculating the growth rate from 2020 to 2023 and increasing the 2023 actual and 2024 projection, respectively, by that rate.



The 2024 and 2025 projections for state investment are based on the project needs submitted by the Port Authorities. The large non-state investment in 2021 and 2022 was due to the continued construction of a new port and three ports investing in expansion of their facilities. A minimum 20 percent local match is required.

NEW DECISION ITEM

RANK: 10 OF 23

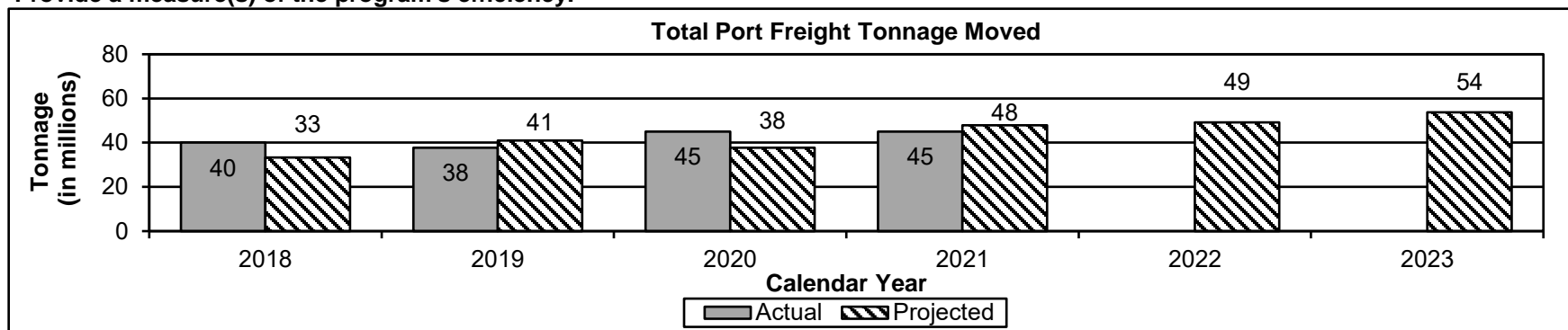
Department of Transportation

Budget Unit: Multimodal Operations

Division: Multimodal Operations

DI Name: Jefferson County Port Authorities CI Exp. DI# 1605010HB Section: 4.555

6d. Provide a measure(s) of the program's efficiency.



Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Missouri experienced an average annual increase of 9.2 percent in freight movements from calendar year 2019 to 2021. The 2022 and 2023 projections are based on projecting a 9.2 percent increase in tonnage moved each year. Actual tonnage data is published the by US Army Corps of Engineers and calendar year 2022 data was not available at time of publication.

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide capital improvement assistance to port authorities across the state to advance economic development.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
PORT AUTH FINANCIAL ASSIST								
Re-request One Time Funding - 1605010								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	24,984,763	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	24,984,763	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$24,984,763	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$24,984,763	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FED RAIL, PORT & FREIGHT ASST								
CORE								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	36,000,000	0.00	26,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	36,000,000	0.00	26,000,000	0.00	0	0.00
TOTAL	0	0.00	36,000,000	0.00	26,000,000	0.00	0	0.00
Fed Passenger Rail GR NDI - 1605015								
PROGRAM-SPECIFIC								
MULTIMODAL OPERATIONS FEDERAL	0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL	0	0.00	0	0.00	86,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$36,000,000	0.00	\$112,000,000	0.00	\$0	0.00

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CORE DECISION ITEM

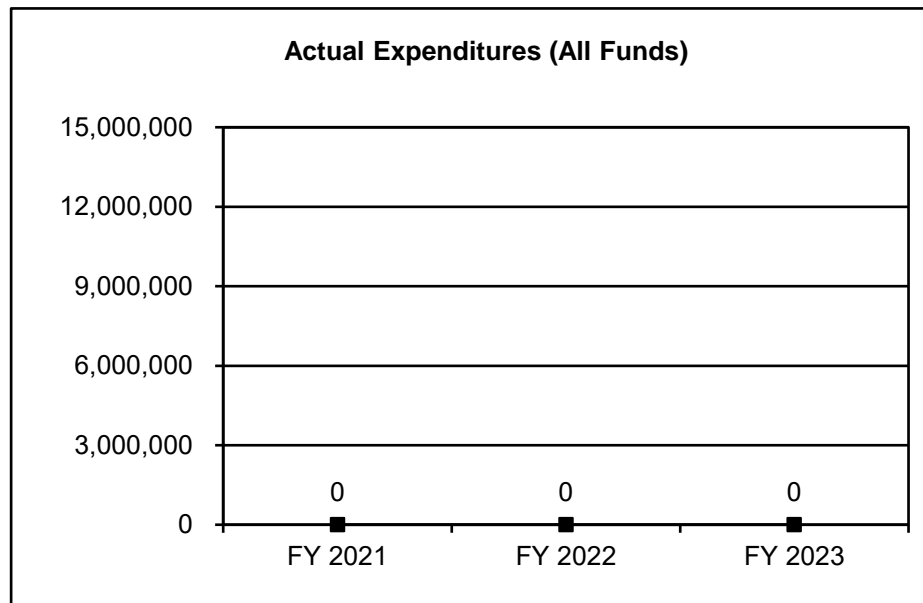
Department of Transportation Division: Multimodal Operations Core: Federal Rail, Port and Freight Assistance	Budget Unit: Multimodal Operations HB Section: 4.560																																																																																																				
1. CORE FINANCIAL SUMMARY																																																																																																					
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3. PROGRAM LISTING (list programs included in this core funding)																																																																																																					
<p>Missouri has 17 port authorities and one three-state port commission, and there are approximately 5,300 miles of rail lines and over 6,500 public and private crossings.</p>																																																																																																					

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Federal Rail, Port and Freight Assistance	HB Section:	4.560

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	26,000,000	26,000,000	26,000,000	36,000,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	26,000,000	26,000,000	26,000,000	N/A
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	26,000,000	26,000,000	26,000,000	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	26,000,000	26,000,000	26,000,000	N/A
Other	0	0	0	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION
FED RAIL, PORT & FREIGHT ASST

5. CORE RECONCILIATION

		Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES								
	PD		0.00	0	36,000,000	0	36,000,000	
	Total		0.00	0	36,000,000	0	36,000,000	
DEPARTMENT CORE ADJUSTMENTS								
1x Expenditures	[#555]	PD	0.00	0	(10,000,000)	0	(10,000,000)	Railroad Grade Crossing NDI one-time appropriation authority
NET DEPARTMENT CHANGES			0.00	0	(10,000,000)	0	(10,000,000)	
DEPARTMENT CORE REQUEST								
	PD		0.00	0	26,000,000	0	26,000,000	
	Total		0.00	0	26,000,000	0	26,000,000	
GOVERNOR'S RECOMMENDED CORE								
	PD		0.00	0	26,000,000	0	26,000,000	
	Total		0.00	0	26,000,000	0	26,000,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FED RAIL, PORT & FREIGHT ASST								
CORE								
PROGRAM DISTRIBUTIONS	0	0.00	36,000,000	0.00	26,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	36,000,000	0.00	26,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$36,000,000	0.00	\$26,000,000	0.00	\$0	0.00
GENERAL REVENUE								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS								
	\$0	0.00	\$36,000,000	0.00	\$26,000,000	0.00		0.00
OTHER FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

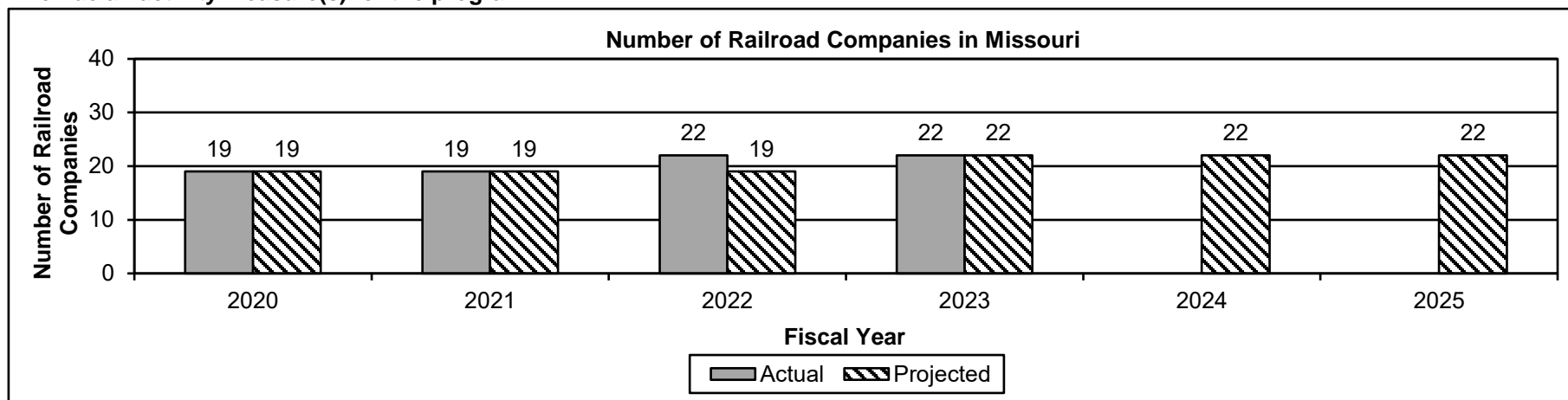
HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

1b. What does this program do?

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT has two open grants from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program for the combined amount of \$13.1 million. These grants will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Projects. One project was bid in April 2023 and the other project is in design with construction expected in 2025. MoDOT has received one additional grant in fiscal year 2022 for \$17.25 million. This grant is for improvements to the Norfolk Southern's Grand River Bridge. This project is scheduled to start construction in 2024. MoDOT is expected to apply for grants this winter and spring for additional federal funds for grade crossing safety projects. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.

2a. Provide an activity measure(s) for the program.

The 2024 and 2025 projections are based upon the number of railroad companies in Missouri in 2023.

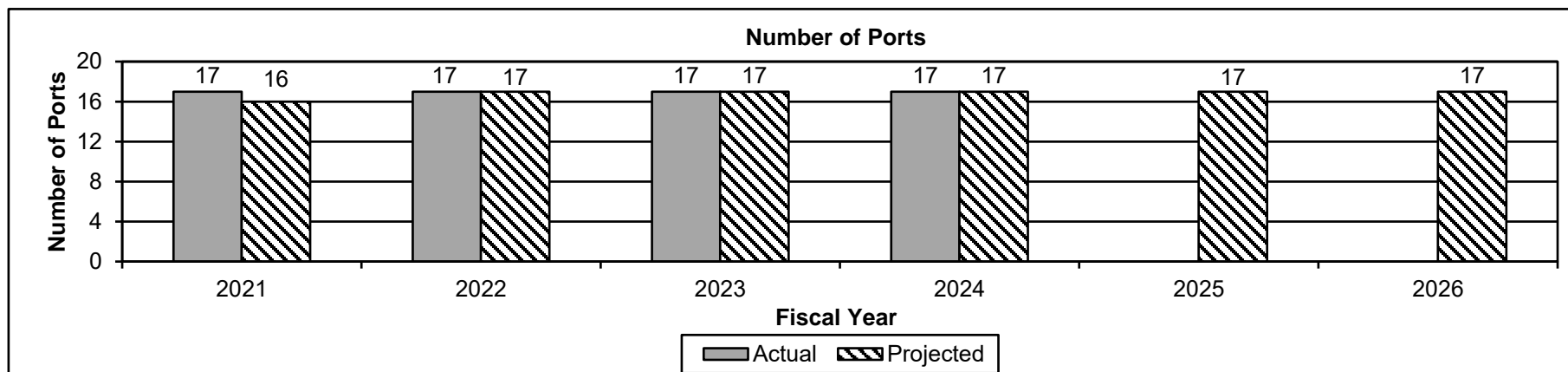
PROGRAM DESCRIPTION

Department of Transportation

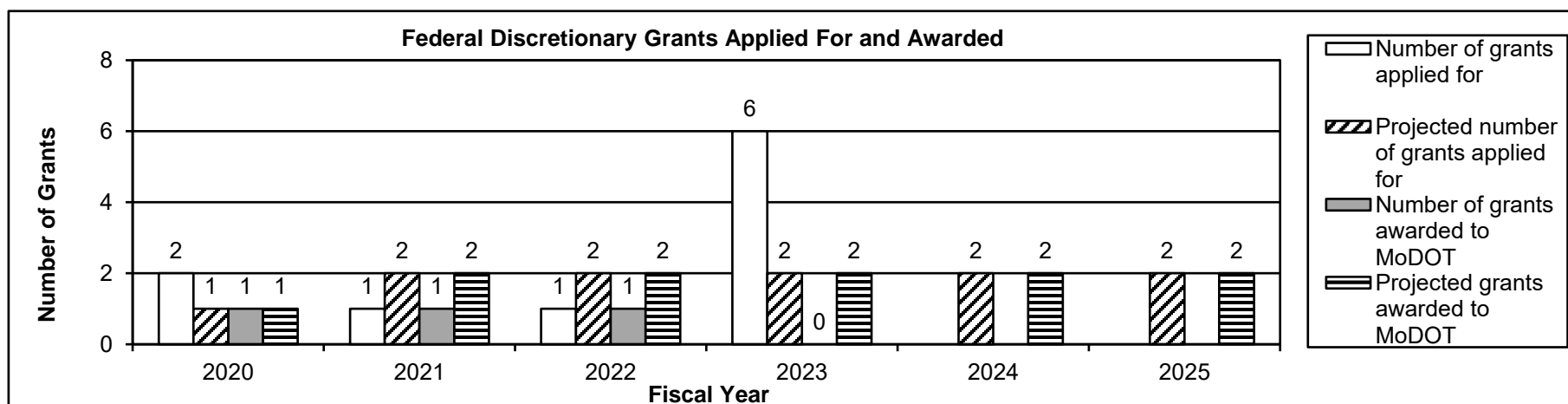
HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.



In 2023, MoDOT applied for six grants, one was not awarded and five are still pending notification. The 2024 and 2025 projections are based on anticipated frequency of grant availability.

PROGRAM DESCRIPTION

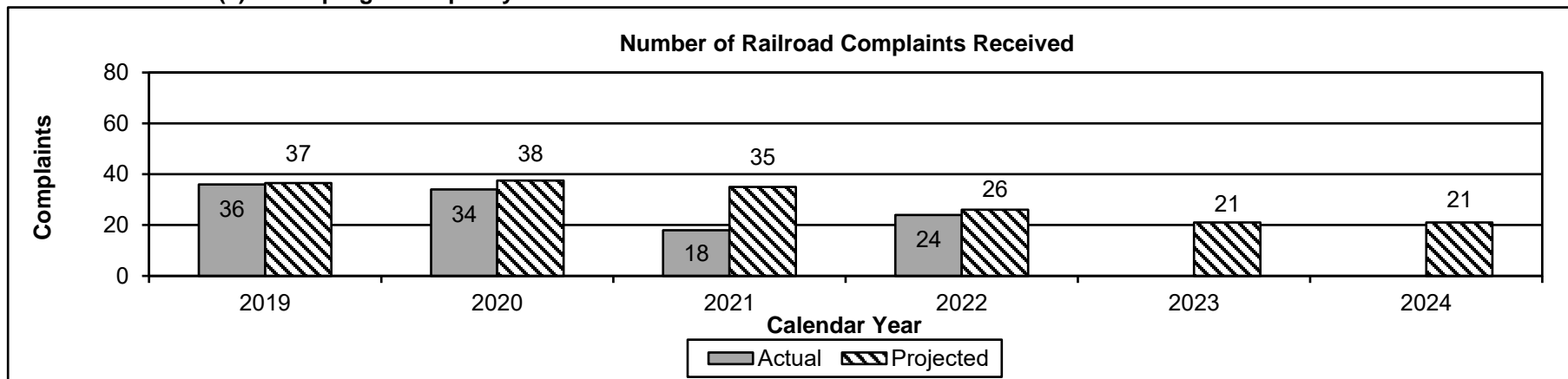
Department of Transportation

HB Section(s): 4.560

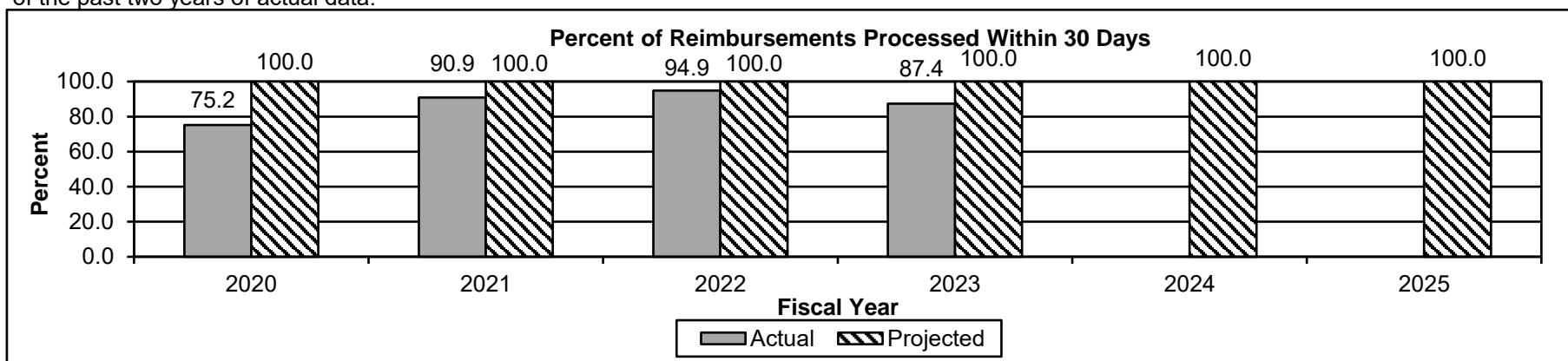
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2023 and 2024 projections are based on the average of the past two years of actual data.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

PROGRAM DESCRIPTION

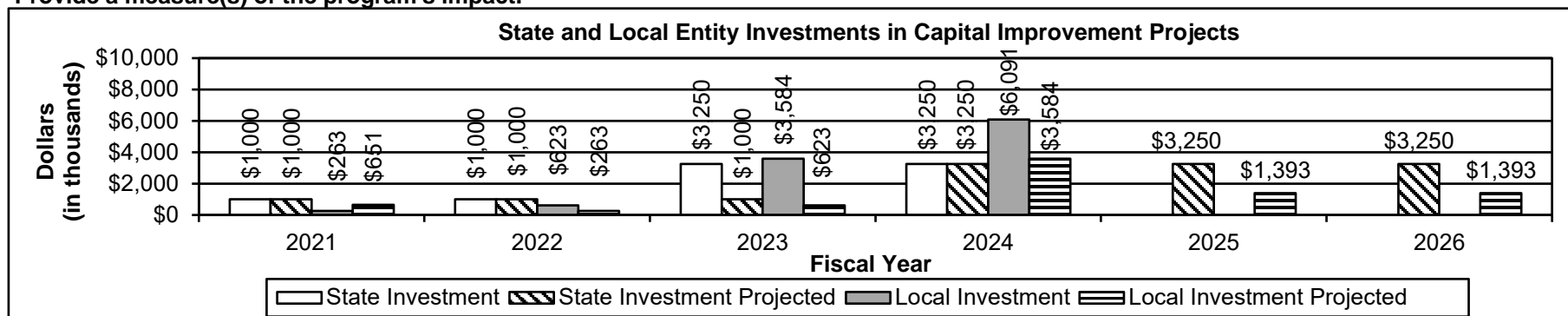
Department of Transportation

HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

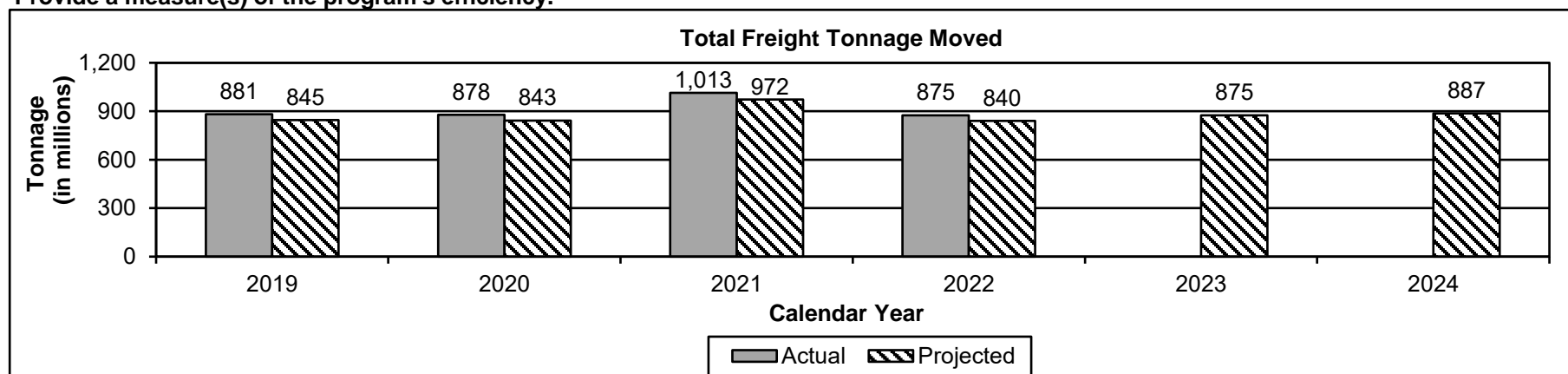
Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

2c. Provide a measure(s) of the program's impact.



Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

2d. Provide a measure(s) of the program's efficiency.



This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.

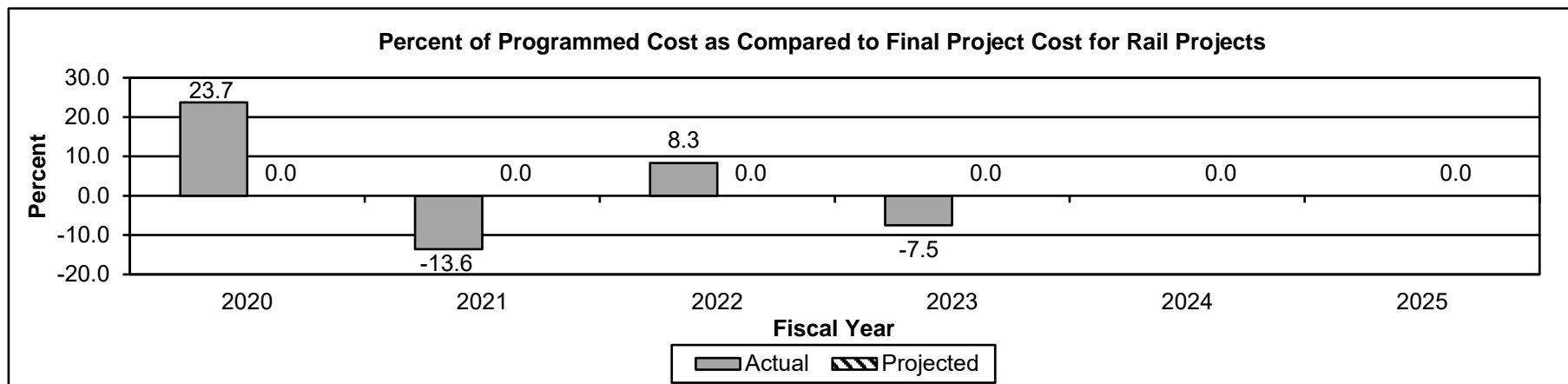
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.560

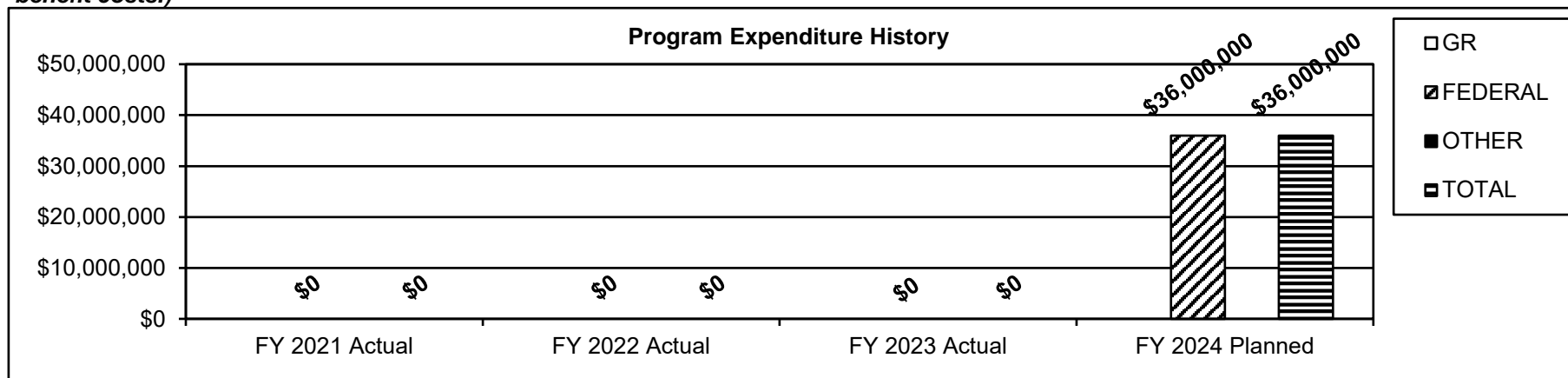
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually due to final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. **Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)**



PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.560

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Discretionary grants are currently requested under the Infrastructure Investment and Jobs Act (Public Law 117-58) also known as Bipartisan Infrastructure Law.

6. Are there federal matching requirements? If yes, please explain.

Yes, the required local fund match is typically 20 percent.

7. Is this a federally mandated program? If yes, please explain.

No

NEW DECISION ITEM
RANK: 15 OF 23

Department of Transportation	Budget Unit: Multimodal Operations
Division: Multimodal Operations	
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605015	HB Section: 4.560

1. AMOUNT OF REQUEST

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	86,000,000	0	86,000,000
TRF	0	0	0	0
Total	0	86,000,000	0	86,000,000

FTE **0.00** **0.00** **0.00** **0.00**

HB 4 0 0 0 0

HB 5 0 0 0 0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE **0.00** **0.00** **0.00** **0.00**

HB 4 0 0 0 0

HB 5 0 0 0 0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. THIS REQUEST CAN BE CATEGORIZED AS:

<input type="checkbox"/> New Legislation	<input type="checkbox"/> New Program	<input type="checkbox"/> Fund Switch
<input type="checkbox"/> Federal Mandate	<input checked="" type="checkbox"/> Program Expansion	<input type="checkbox"/> Cost to Continue
<input type="checkbox"/> GR Pick-Up	<input type="checkbox"/> Space Request	<input type="checkbox"/> Equipment Replacement
<input type="checkbox"/> Pay Plan	<input type="checkbox"/> Other: _____	

3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

This expansion includes \$76.0 million for potential federal funds from the Federal Railroad Administration's Corridor Identification program or associated grant programs, to extend Amtrak Passenger Rail Service. The program includes three trips from Kansas City to St. Louis per day, new service from Kansas City to Southwest (Springfield/Joplin), new service from Kansas City to St. Joseph and extends the existing Chicago-Quincy service to Hannibal. This expansion also includes \$10.0 million for federal grant funding, which was appropriated as one-time funding in 2024, to increase the number of crossings with active warning devices. There are 6,564 highway-rail crossings in Missouri. Of these, 4,381 crossings are public and 2,183 crossings are private. Out of the 4,381 public crossings, over 3,300 are at-grade railroad crossings with approximately 85 percent located off the state highway system. The state system has 496 at-grade crossings with 22 of them being passive crossings, while the local system has 2,815 at-grade crossings with over 1,400 of them being passive. Passive crossings are those that lack active warning devices to indicate if a train is coming and 98 percent are located on City or County roads. Over the last five years, 53 percent of fatalities at railroad crossings in Missouri occurred at passive crossings. The program is in accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

NEW DECISION ITEM

RANK: 15 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Rail, Port and Freight Assistance Exp. DI# 1605015</u>	HB Section: <u>4.560</u>

4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)

These funds are needed to continue preparing service development plans and begin initial phases of capital improvements that will be necessary to implement new and expanded passenger rail service as well as add safety improvements to rail crossings. This increase will allow the department to apply to federal grant programs such as the Railroad Crossing Elimination Program (49 USC 22909) or the Consolidated Rail Infrastructure and Safety Improvement Program (49 USC 22907). This funding would also allow the department to complete an equivalent of six years of rail crossing projects. The current estimated cost to upgrade all public passive railroad crossings with flashing lights and gates is approximately \$700.0 million and would take 23 years to complete.

5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

Budget Object Class/Job Class	Dept Req GR DOLLARS	Dept Req GR FTE	Dept Req FED DOLLARS	Dept Req FED FTE	Dept Req OTHER DOLLARS	Dept Req OTHER FTE	Dept Req TOTAL DOLLARS	Dept Req TOTAL FTE	Dept Req One-Time DOLLARS
Program Distributions	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	0
Total PSD	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	0
Grand Total	0	0.0	86,000,000	0.0	0	0.0	86,000,000	0.0	0

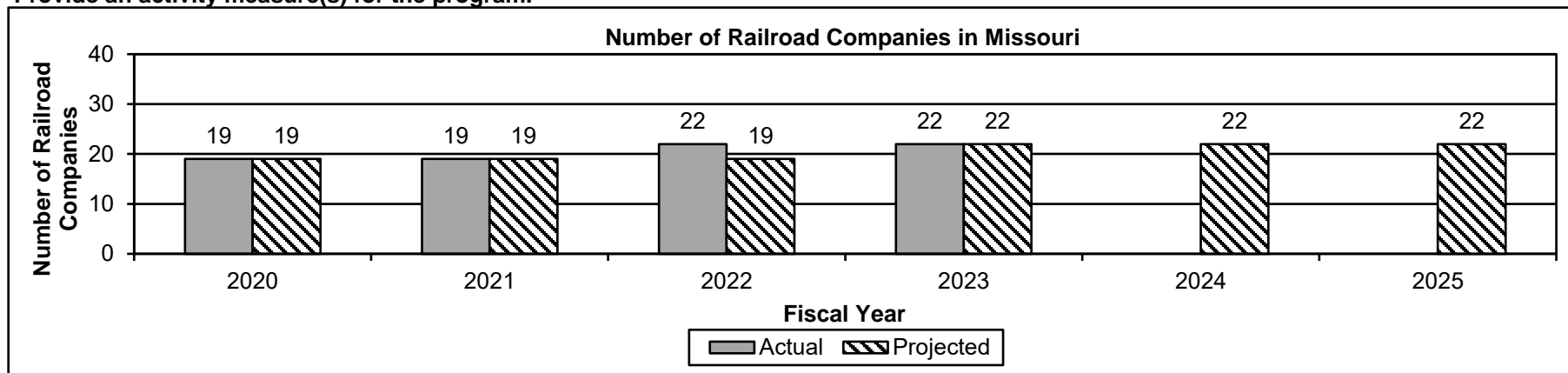
NEW DECISION ITEM
RANK: 15 OF 23

Department of Transportation
Division: Multimodal Operations
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605015

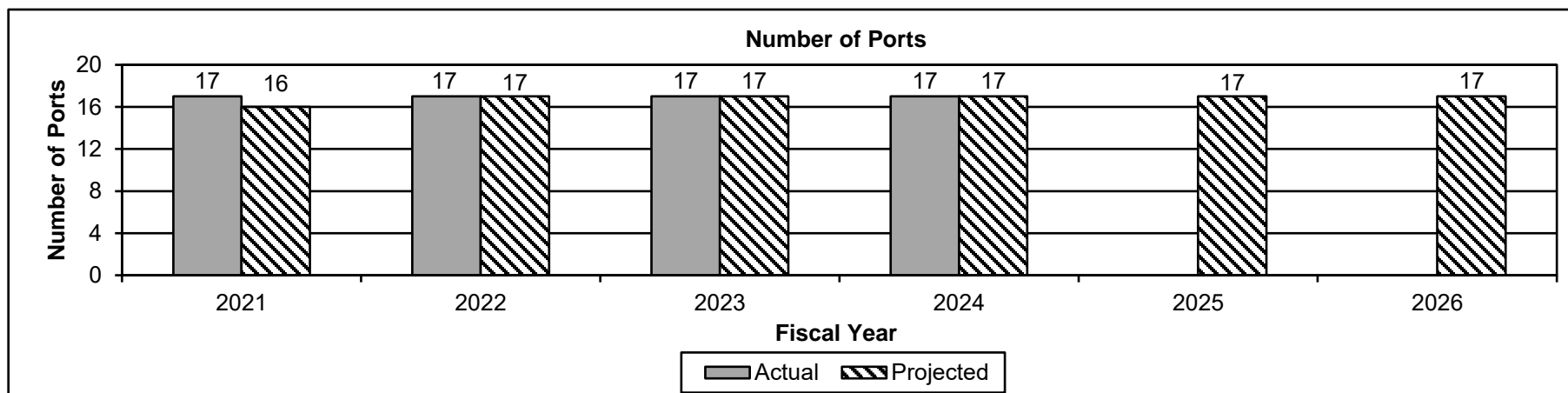
Budget Unit: Multimodal Operations
HB Section: 4.560

6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

6a. Provide an activity measure(s) for the program.



The 2024 and 2025 projections are based upon the number of railroad companies in Missouri in 2023.

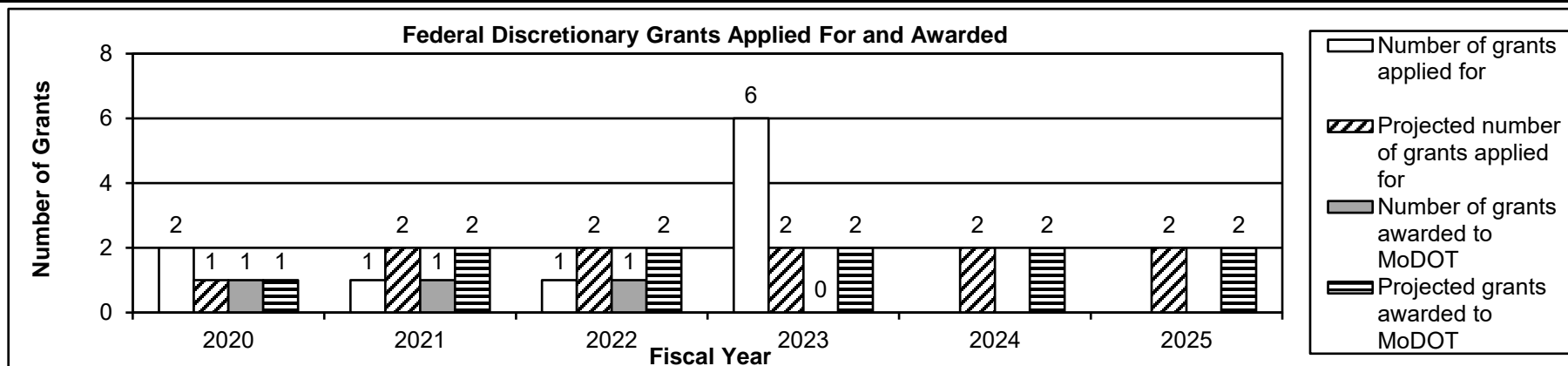


The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2025 and 2026 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2024.

NEW DECISION ITEM
RANK: 15 **OF** 23

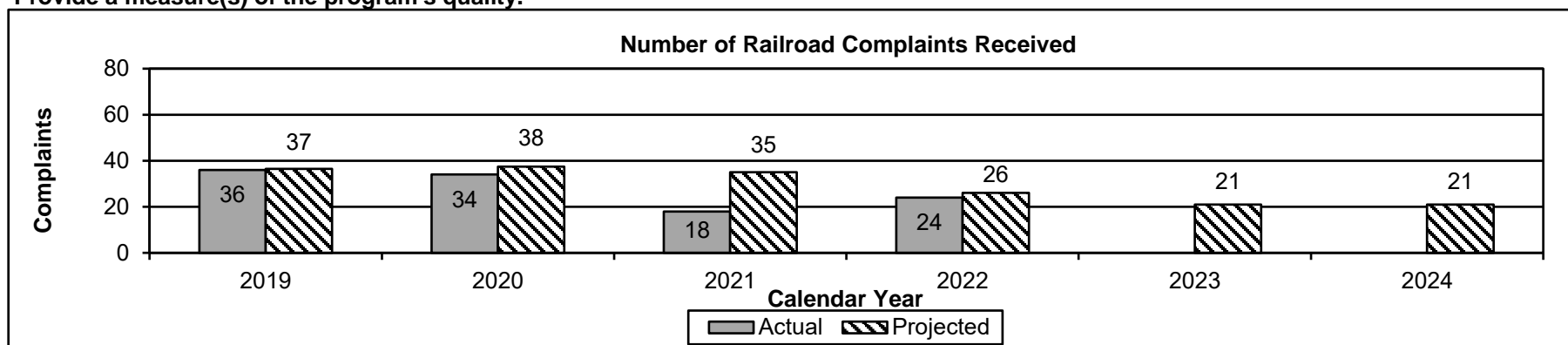
Department of Transportation
Division: Multimodal Operations
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605015

Budget Unit: Multimodal Operations
HB Section: 4.560



In 2023, MoDOT applied for six grants, one was not awarded and five are still pending notification. The 2024 and 2025 projections are based on anticipated frequency of grant availability.

6b. Provide a measure(s) of the program's quality.

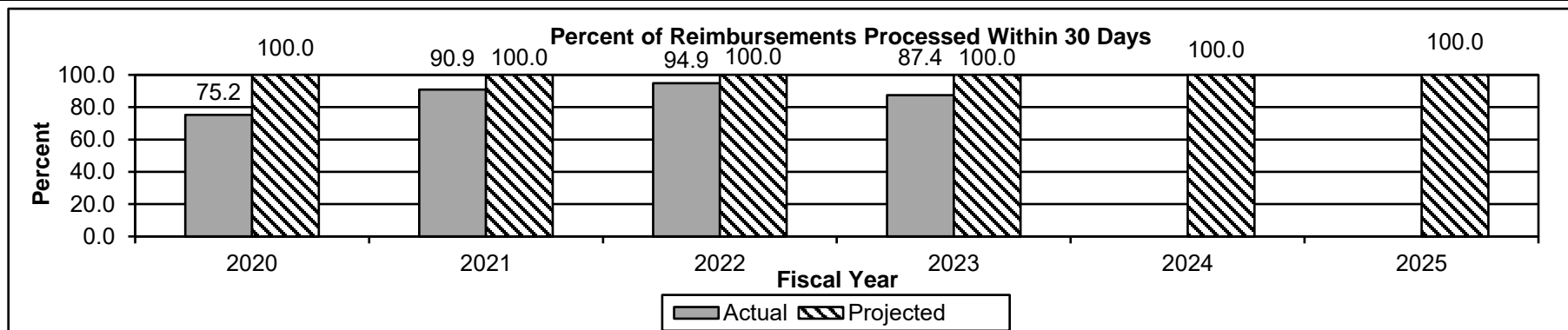


Complaints are received from the public or MoDOT personnel. The number of complaints received in 2021 was lower due to changes in the way data is reported. The most common complaints are rough crossings, sight obstructions, signal failure and walkway issues. The 2023 and 2024 projections are based on the average of the past two years of actual data.

NEW DECISION ITEM
RANK: 15 OF 23

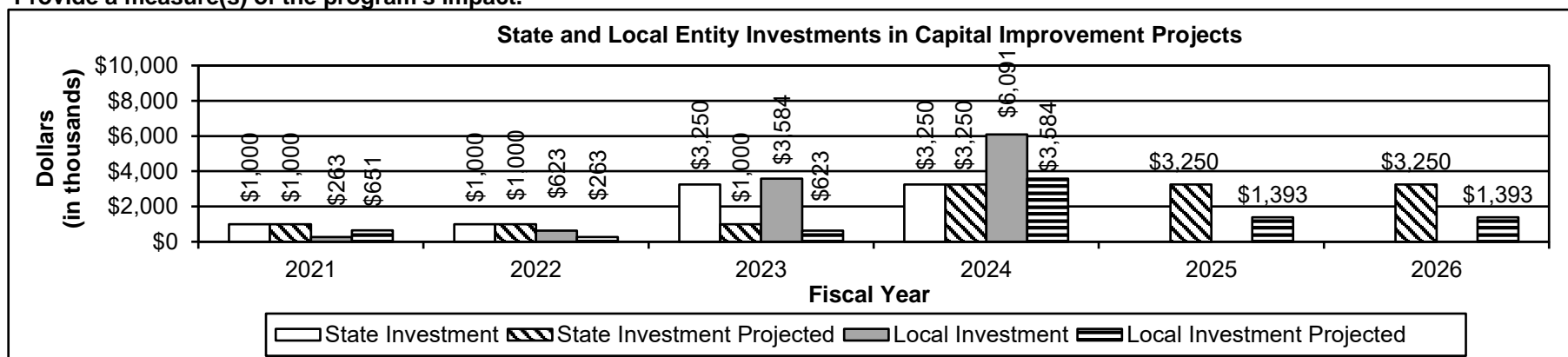
Department of Transportation
Division: Multimodal Operations
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605015

Budget Unit: Multimodal Operations
HB Section: 4.560



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

6c. Provide a measure(s) of the program's impact.



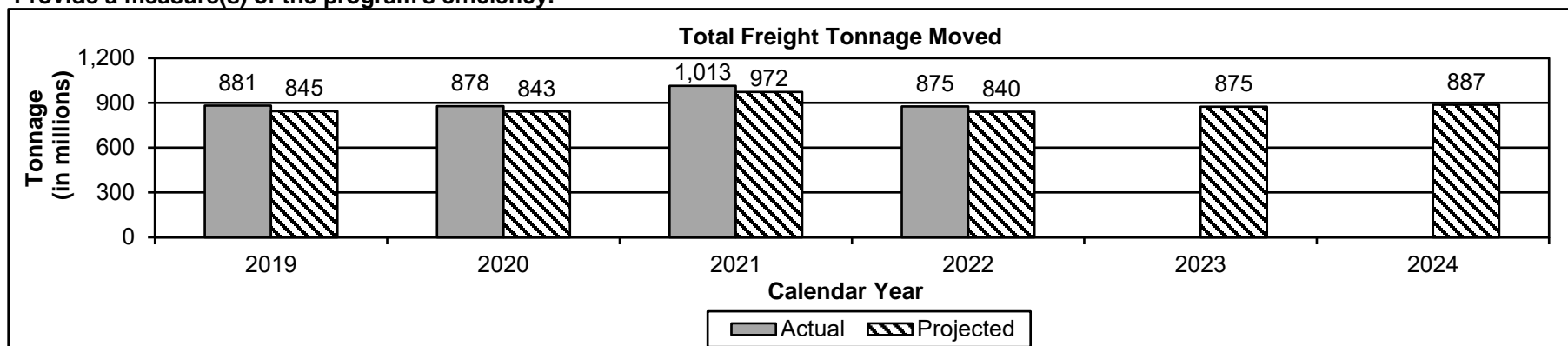
Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

NEW DECISION ITEM
RANK: 15 **OF** 23

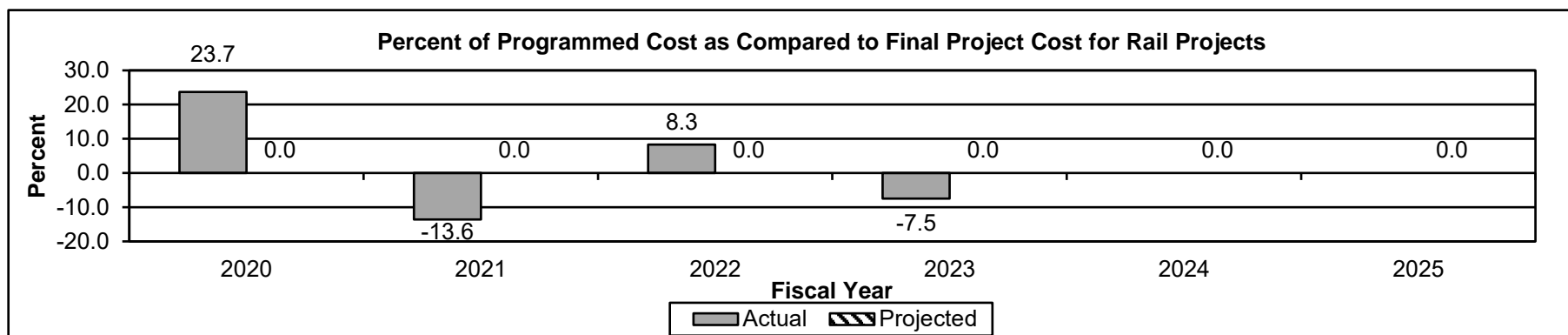
Department of Transportation
Division: Multimodal Operations
DI Name: Federal Rail, Port and Freight Assistance Exp. DI# 1605015

Budget Unit: Multimodal Operations
HB Section: 4.560

6d. Provide a measure(s) of the program's efficiency.



This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.



Rail projects are programmed or budgeted in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually caused by final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

NEW DECISION ITEM
RANK: 15 OF 23

Department of Transportation	Budget Unit: <u>Multimodal Operations</u>
Division: <u>Multimodal Operations</u>	
DI Name: <u>Federal Rail, Port and Freight Assistance Exp. DI# 1605015</u>	HB Section: <u>4.560</u>

7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:

This will provide passenger rail service for Missouri's communities and ensure the economic benefit of the service for the communities.

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FED RAIL, PORT & FREIGHT ASST								
Fed Passenger Rail GR NDI - 1605015								
PROGRAM DISTRIBUTIONS	0	0.00	0	0.00	86,000,000	0.00	0	0.00
TOTAL - PD	0	0.00	0	0.00	86,000,000	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$0	0.00	\$86,000,000	0.00	\$0	0.00
GENERAL REVENUE								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS								
	\$0	0.00	\$0	0.00	\$86,000,000	0.00		0.00
OTHER FUNDS								
	\$0	0.00	\$0	0.00	\$0	0.00		0.00

DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FREIGHT ENHANCEMENT FUNDS								
CORE								
PROGRAM-SPECIFIC								
STATE TRANSPORTATION FUND	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	0	0.00
TOTAL - PD	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	0	0.00
TOTAL	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	0	0.00
GRAND TOTAL	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00	\$0	0.00

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CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: Freight Enhancement Funds

Budget Unit: Multimodal Operations

HB Section: 4.565

1. CORE FINANCIAL SUMMARY

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	3,250,000	3,250,000
TRF	0	0	0	0
Total	0	0	3,250,000	3,250,000
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Transportation Fund (0675)

Notes:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0
FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

2. CORE DESCRIPTION

This appropriation establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects, with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all U.S. households is a natural advantage to attract the freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

CORE DECISION ITEM

Department of Transportation	Budget Unit:	Multimodal Operations
Division: Multimodal Operations		
Core: Freight Enhancement Funds	HB Section:	4.565

3. PROGRAM LISTING (list programs included in this core funding)

Project applications will be solicited for fiscal year 2025 during spring of fiscal year 2024. Applicants can be any public, private or not-for-profit entity. The applications are evaluated and prioritized based on the Missouri State Freight Plan. Previous projects funded through this program include rail improvements at public ports, a Customs facility at Springfield Airport, warehouse modifications at Lambert Airport, rail switching upgrades and various public port capital needs. The projects listed below are being constructed using the fiscal year 2024 appropriation.

Fiscal Year 2024 Project List		Funds	Local	
Entity	Project Description	Allocated	Match	Total Cost
Burlington Junction Railway	Upgrade railroad tracks at Fenton Logistics Park	\$666,003	\$255,379	\$921,382
Cathcart Rail	Construct rail tank car cleaning system in Kansas City, MO	\$1,000,000	\$4,000,000	\$5,000,000
Mississippi Lime	Upgrade railroad tracks at Valles Mines in Bonne Terre, MO	\$583,997	\$425,811	\$1,009,808
Missouri Eastern Railroad	Construct transload facility in Union, MO	\$1,000,000	\$1,410,182	\$2,410,182
		\$3,250,000	\$6,091,372	\$9,341,371

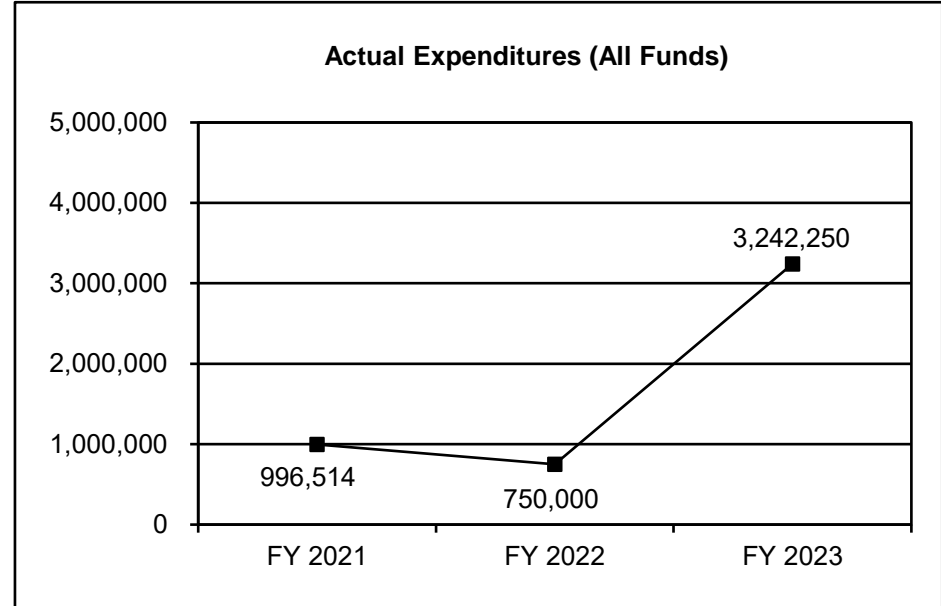
CORE DECISION ITEM

Department of Transportation
 Division: Multimodal Operations
 Core: Freight Enhancement Funds

Budget Unit: Multimodal OperationsHB Section: 4.565

4. FINANCIAL HISTORY

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1,000,000	1,000,000	3,250,000	3,250,000
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)*	0	0	0	N/A
Budget Authority (All Funds)	1,000,000	1,000,000	3,250,000	N/A
Actual Expenditures (All Funds)	996,514	750,000	3,242,250	N/A
Unexpended (All Funds)	3,486	250,000	7,750	N/A
Unexpended, by Fund:				
General Revenue	0	0	0	N/A
Federal	0	0	0	N/A
Other	3,486	250,000	7,750	N/A



*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

FREIGHT ENHANCEMENT FUNDS

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	PD	0.00	0	0	3,250,000	3,250,000	
	Total	0.00	0	0	3,250,000	3,250,000	
DEPARTMENT CORE REQUEST							
	PD	0.00	0	0	3,250,000	3,250,000	
	Total	0.00	0	0	3,250,000	3,250,000	
GOVERNOR'S RECOMMENDED CORE							
	PD	0.00	0	0	3,250,000	3,250,000	
	Total	0.00	0	0	3,250,000	3,250,000	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
FREIGHT ENHANCEMENT FUNDS								
CORE								
PROGRAM DISTRIBUTIONS	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	0	0.00
TOTAL - PD	3,242,250	0.00	3,250,000	0.00	3,250,000	0.00	0	0.00
GRAND TOTAL	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$0	0.00	\$0	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$3,242,250	0.00	\$3,250,000	0.00	\$3,250,000	0.00		0.00

PROGRAM DESCRIPTION

Department of Transportation

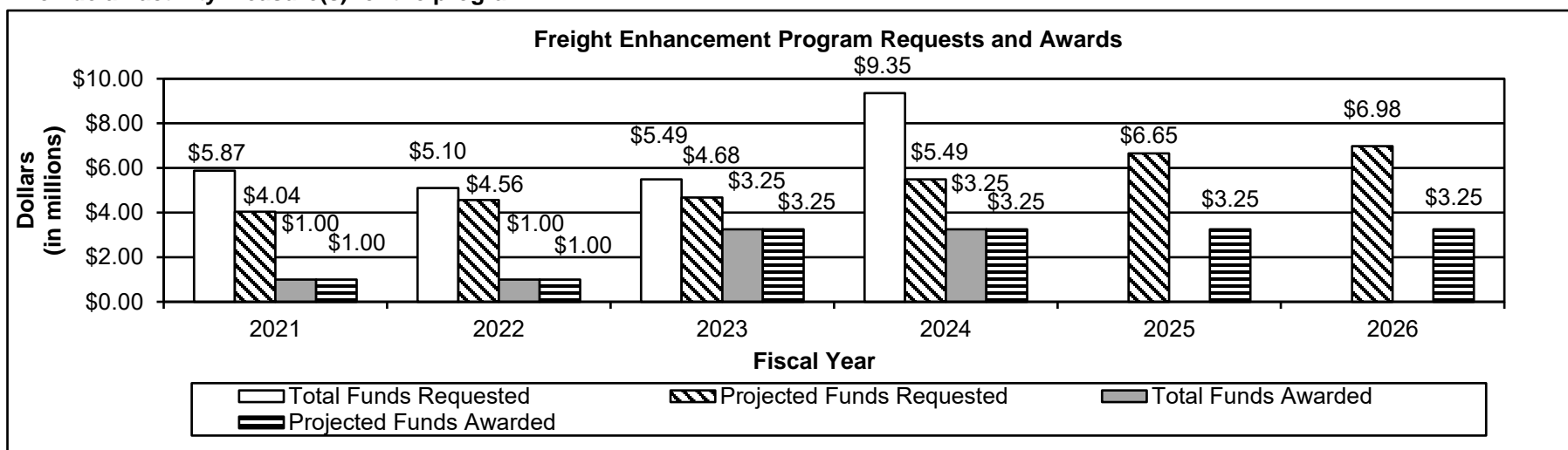
HB Section(s): 4.565

Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds

1b. What does this program do?

This program establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all U.S. households is a natural advantage to attract the freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

2a. Provide an activity measure(s) for the program.

The 2025 projection for total funds requested was established by taking the average of the actuals for the last three years. The 2026 projection for total funds requested was established by projecting a five percent increase from the projection for 2025. The 2025 and 2026 projections for funds awarded are based on the appropriation authority.

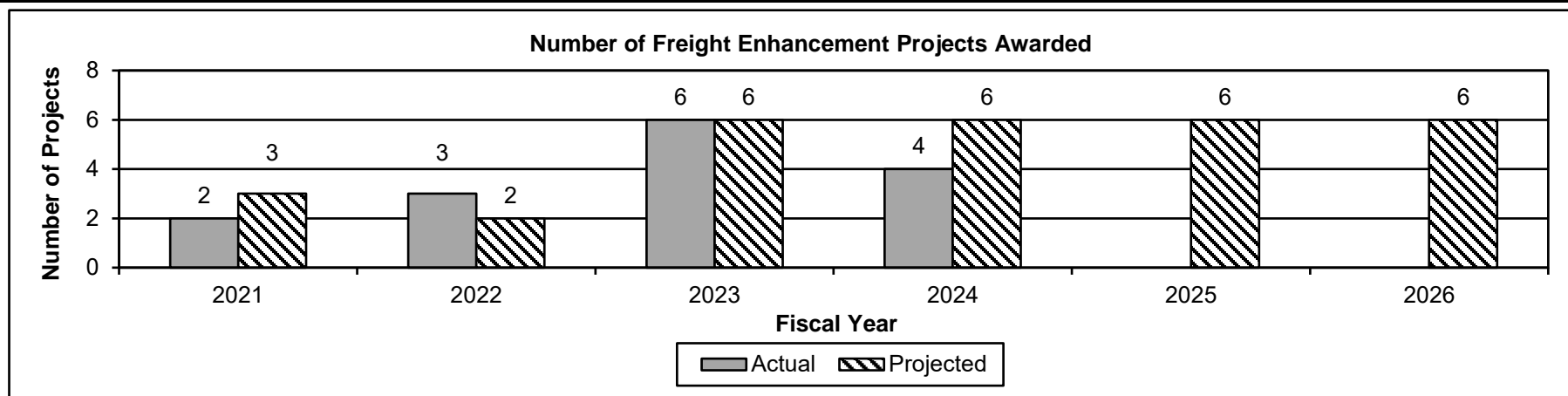
PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.565

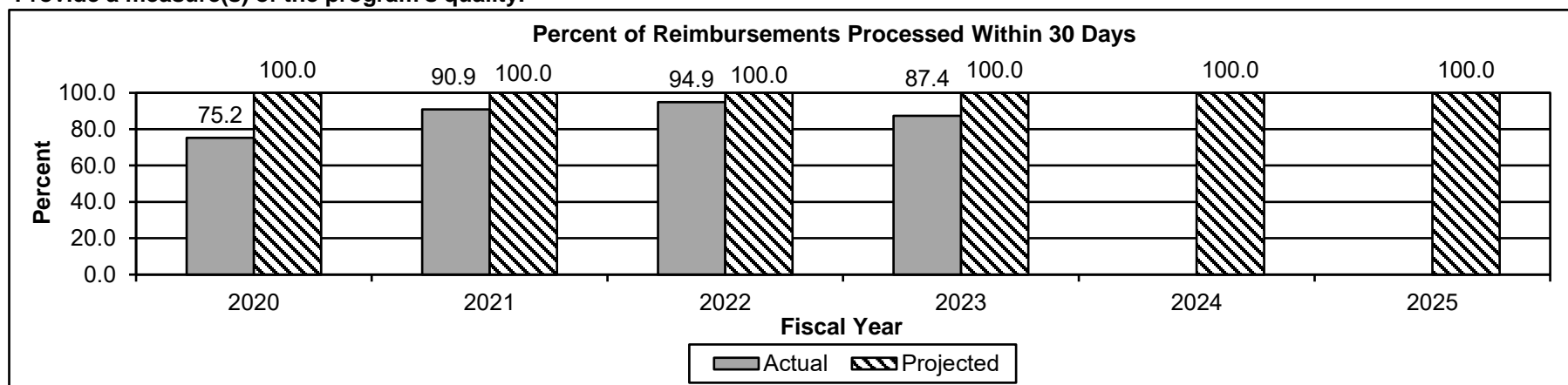
Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds



The 2025 and 2026 projections are based on the number of projects that a \$3.25 million appropriation is able to fund.

2b. Provide a measure(s) of the program's quality.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The main reason for reimbursements not being processed within 30 days is the delay in receiving additional documentation from the ports. The decline in 2023 was due to the increase in funding for ports. The 2024 and 2025 projections were set at 100 percent based upon the department's goal.

PROGRAM DESCRIPTION

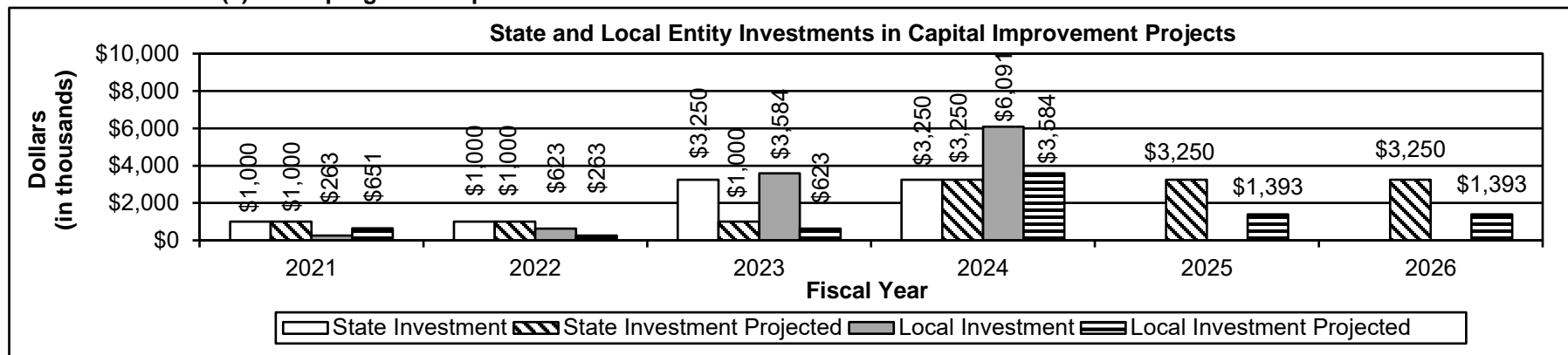
Department of Transportation

HB Section(s): 4.565

Program Name: Freight Enhancement Funds

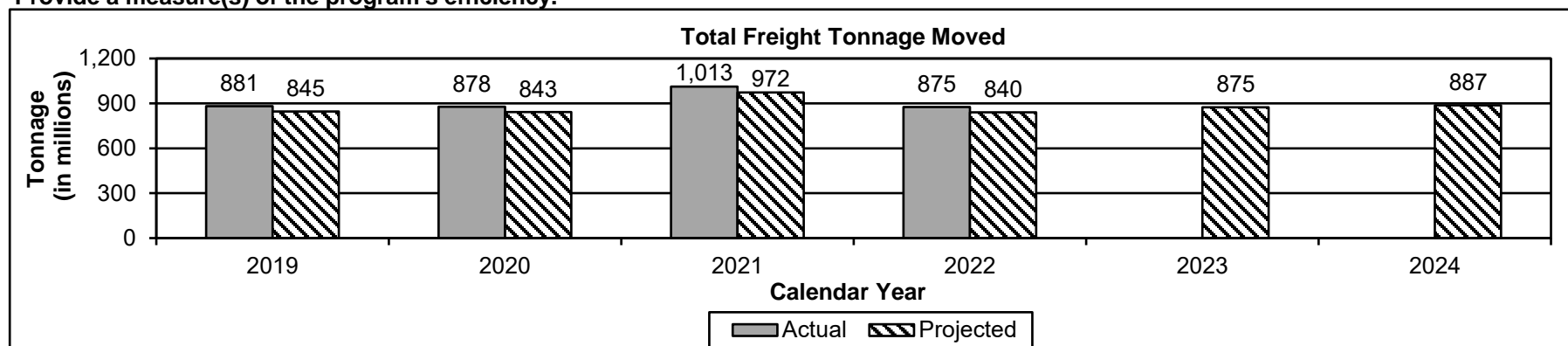
Program is found in the following core budget(s): Freight Enhancement Funds

2c. Provide a measure(s) of the program's impact.



Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have exceeded the minimum matching requirements. The 2025 and 2026 projections for state investment are based upon the level of state investment in 2024. The 2025 and 2026 projections for local investment are based on a 30 percent match of the state funds.

2d. Provide a measure(s) of the program's efficiency.



This measure includes freight tonnage moved by motor carriers, rail, port and aviation. Tonnage is based on data from the Bureau of Transportation Statistics. The 2023 and 2024 projections are based on the anticipated tonnage moved by the Bureau of Transportation Statistics.

PROGRAM DESCRIPTION

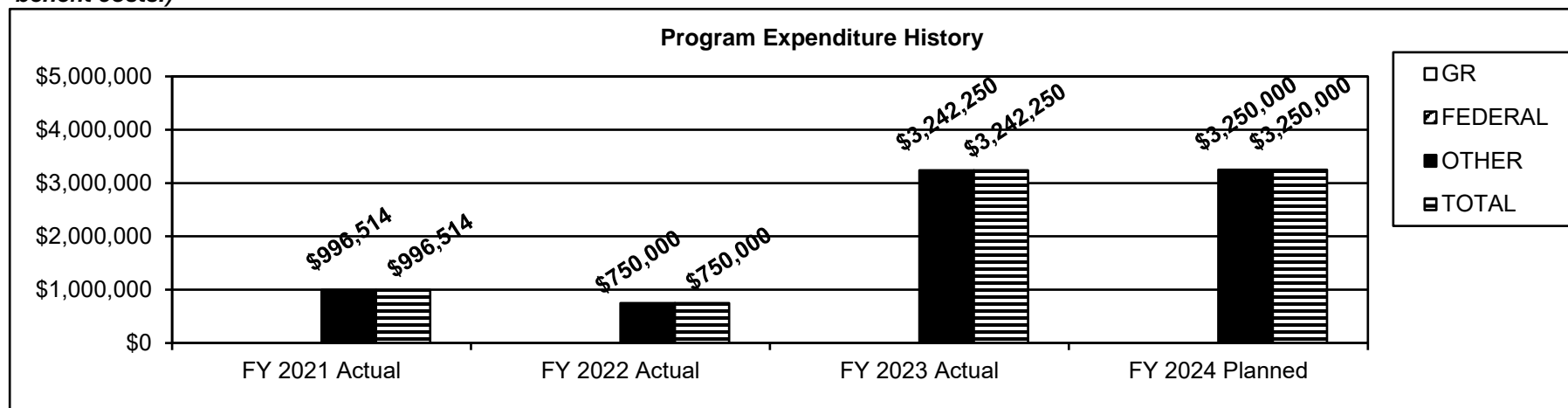
Department of Transportation

HB Section(s): 4.565

Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?
State Transportation Fund (0675)
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Article IV, Section 30(c), MO Constitution and 226.225, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No

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DECISION ITEM SUMMARY

Budget Unit								
Decision Item	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Budget Object Summary	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Fund	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MODOT LEGAL EXPENSE FUND TRF								
CORE								
FUND TRANSFERS								
GENERAL REVENUE	0	0.00	1	0.00	1	0.00	0	0.00
TOTAL - TRF	0	0.00	1	0.00	1	0.00	0	0.00
TOTAL	0	0.00	1	0.00	1	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1	0.00	\$1	0.00	\$0	0.00

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Department of Transportation
 Division: Department Wide
 Core: MoDOT Legal Expense Fund Transfer

Budget Unit: MoDOT Legal Expense Fund Transfer

HB Section: 4.570

1. CORE FINANCIAL SUMMARY

	FY 2025 Budget Request			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	1	0	0	1
Total	1	0	0	1

FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

	FY 2025 Governor's Recommendation			
	GR	Federal	Other	Total
PS	0	0	0	0
EE	0	0	0	0
PSD	0	0	0	0
TRF	0	0	0	0
Total	0	0	0	0

FTE	0.00	0.00	0.00	0.00
HB 4	0	0	0	0
HB 5	0	0	0	0

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

2. CORE DESCRIPTION

In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's budget into the \$1 transfer appropriation.

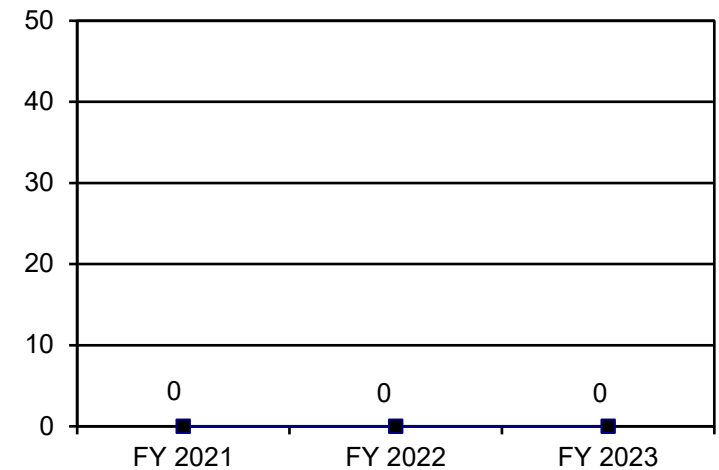
3. PROGRAM LISTING (list programs included in this core funding)

This section is not applicable.

Department of Transportation

Budget Unit: MoDOT Legal Expense Fund TransferDivision: Department WideCore: MoDOT Legal Expense Fund TransferHB Section: 4.570**4. FINANCIAL HISTORY**

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Current Yr.
Appropriation (All Funds)	1	1	1	1
Less Reverted (All Funds)	0	0	0	N/A
Less Restricted (All Funds)	0	0	0	N/A
Budget Authority (All Funds)	1	1	1	N/A
Actual Expenditures (All Funds)	0	0	0	N/A
Unexpended (All Funds)	1	1	1	N/A
Unexpended, by Fund:				
General Revenue	1	1	1	N/A
Federal	0	0	0	N/A
Other	0	0	0	N/A

Actual Expenditures (All Funds)

*Current Year restricted amount is as of 7/1/23.

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's expenditure restrictions which remained at the end of the fiscal year (when applicable).

NOTES:

CORE RECONCILIATION

MO DEPT. OF TRANSPORTATION

MODOT LEGAL EXPENSE FUND TRF

5. CORE RECONCILIATION

	Budget Class	FTE	GR	Federal	Other	Total	Explanation
TAFP AFTER VETOES							
	TRF	0.00	1	0	0	1	
	Total	0.00	1	0	0	1	
DEPARTMENT CORE REQUEST							
	TRF	0.00	1	0	0	1	
	Total	0.00	1	0	0	1	
GOVERNOR'S RECOMMENDED CORE							
	TRF	0.00	1	0	0	1	
	Total	0.00	1	0	0	1	

DECISION ITEM DETAIL

Budget Unit	FY 2023	FY 2023	FY 2024	FY 2024	FY 2025	FY 2025	*****	*****
Decision Item	ACTUAL	ACTUAL	BUDGET	BUDGET	DEPT REQ	DEPT REQ	SECURED	SECURED
Budget Object Class	DOLLAR	FTE	DOLLAR	FTE	DOLLAR	FTE	COLUMN	COLUMN
MODOT LEGAL EXPENSE FUND TRF								
CORE								
TRANSFERS OUT	0	0.00	1	0.00	1	0.00	0	0.00
TOTAL - TRF	0	0.00	1	0.00	1	0.00	0	0.00
GRAND TOTAL	\$0	0.00	\$1	0.00	\$1	0.00	\$0	0.00
GENERAL REVENUE	\$0	0.00	\$1	0.00	\$1	0.00		0.00
FEDERAL FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00
OTHER FUNDS	\$0	0.00	\$0	0.00	\$0	0.00		0.00

PROGRAM DESCRIPTION	
Department of Transportation	HB Section: 4.570
Program Name: Department Wide	
Program is found in the following core budget(s): MoDOT Legal Expense Fund Transfer	
<div> <div>1a. What strategic priority does this program address?</div> <div>Stability - managing our assets, stabilizing resources and engaging our workforce and building a prosperous economy for all Missourians</div> </div> <div> <div>1b. What does this program do?</div> <div>In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's operating budget into the \$1 transfer appropriation.</div> </div> <div> <div>2a. Provide an activity measure(s) for the program.</div> <div>This appropriation is needed solely for accounting purposes.</div> </div> <div> <div>2b. Provide a measure(s) of the program's quality.</div> <div>This appropriation is needed solely for accounting purposes.</div> </div> <div> <div>2c. Provide a measure(s) of the program's impact.</div> <div>This appropriation is needed solely for accounting purposes.</div> </div> <div> <div>2d. Provide an efficiency measure.</div> <div>This appropriation is needed solely for accounting purposes.</div> </div>	

PROGRAM DESCRIPTION

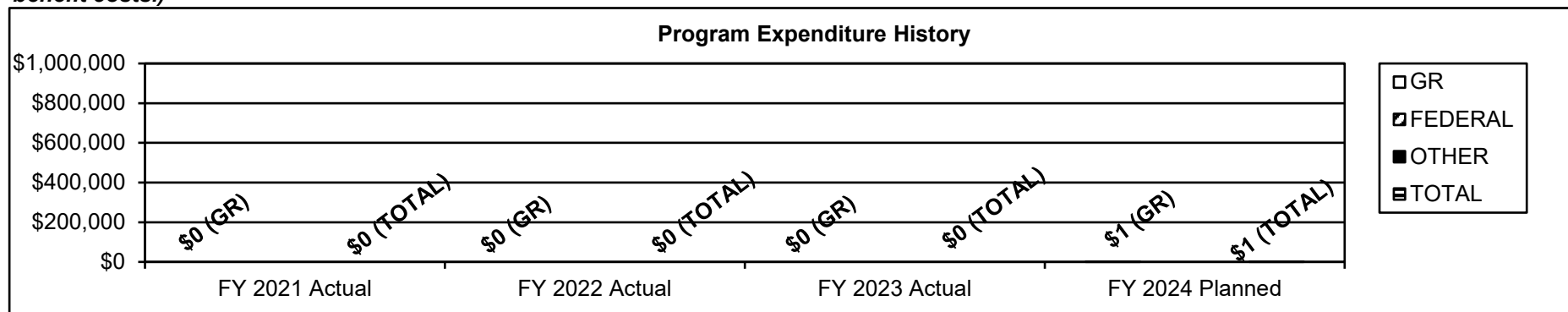
Department of Transportation

HB Section: 4.570

Program Name: Department Wide

Program is found in the following core budget(s): MoDOT Legal Expense Fund Transfer

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other " funds?
N/A
5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)
Section 105.711 through Section 105.726, RSMo.
6. Are there federal matching requirements? If yes, please explain.
No
7. Is this a federally mandated program? If yes, please explain.
No